Special pull-out ATV News section!

# CYCLE NEWS®

WEST

Volume XVIII : Number 24 : June 24, 1981

85¢

## Hot Scott at Indy Mile

## Who's racing at Carlsbad's USGP?

## Works 500cc MX iron on parade

# 1981 250cc MX Champ crowned in Colorado!

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

# THE LATEST POOP BY PAPA WEALEY

## Telegrams, phone calls needed for SB1204

**LONG BEACH, CA, JUNE 15**

**Senator Slade Gorton (R-WA) and his staff are supporting a bill (SB1204) that could overturn all that motorcycling's political workers have achieved in seeing that the EPA has not established unduly restrictive noise standards for motorcycles. Senate Bill 1204 would return the power of establishing such regulations to the individual state legislatures. That would mean 50 new battles to fight and the probability that we'd lose some of them. AMA, Motorcycle Industry Council and Harley-Davidson Motor Company are asking that SB1204 include motorcycle regulations in their list of exceptions along with trucks and trains.**

**The following is a message from AMA, taken over the phone just in time for deadline on Monday, June 15:**

**"Senator Slade Gorton is chairman of the Senate Subcommittee of Toxic Substances and Environmental Oversight. That committee is considering reducing the Environmental Protection Agency's noise control authority and eliminating the motorcycle noise regulation.**

**"We do not want this to happen. EPA's noise regulations are acceptable, and if they are eliminated, the states would be free to establish regulations which might be more restricting.**

**"We hope you will contact Senator Gorton immediately to ask that the EPA noise regulations be included in the Senate Bill 1204. Please telegraph or phone. The address is 127-D Russell Senate Office Building, Washington, DC 20510. The phone number is 202/224-2621."**

**● Answers to last week's puzzle**

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
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Grand National
1. (Joe) Leonard ('54, '56, '57) a-8
2. (Brad) Andres ('55) o-6
3. (Carroll) Resweber ('58, '59, '60, '61) n-13
4. (Bart) Markel ('62, '65, '66) d-6
5. (Dick) Mann ('63, '71) g-9
6. (Roger) Rieman ('64) d-7
7. (Gary) Nixon ('67, '68) l-15
8. (Mert) Lawwill ('69) a-7
9. (Gene) Romero ('70) n-9
10. (Mark) Brelsford ('72) g-2
11. (Kenny) Roberts ('73, '74) f-6
12. (Gary) Scott ('75) o-8
13. (Jay) Springsteen ('76, '77, '78) e-15
14. (Steve) Eklund ('79) o-15
15. (Randy) Goss ('80) j-10

Motocross
1. (Marty) Smith (125cc-'74, '75; 500cc-'77) l-13
2. (Bob) Hannah (125cc-'76; 250cc-'78, '79) i-2
3. (Broc) Glover (125cc-'77, '78, '79) i-8
4. (Mark) Barnett (125cc-'80) c-7
5. (Gary) Jones (250cc-'71, '72, '73, '74) e-7
6. (Tony) DiStefano (250cc-'75, '76, '77) e-4
7. (Kent) Howerton (500cc-'76; 250cc-'80) b-12
8. (Mark)Blackwell (500cc-'71) a-15
9. (Brad) Lackey (500cc-'72) g-3
10. (Pierre) Karsmakers (500cc-'73) c-15
11. (Jim) Weinert (500cc-'74, '75) i-1
12. (Rick) Burgett (500cc-'78) f-8
[illegible] (500cc-'79) m-1

Suzuki's "Bad Brad" Lackey tallied 2-2 moto finishes to win the June 14 round of the 500cc World MX Championship Series in Metz, France. 1979 World Champ Graham Noyce rode his Honda to second with a 1-4 posting. The first moto saw Noyce take it home over Lackey, KTM's Gerard Rond, Suzuki's Jean-Jacques Bruno, KTM's Jaak Van Velthoven, Ludwig Reinbold (KTM) and Husky's Marty Tripes. Yamaha's Andre Vromans placed eighth. In the second moto, Yamaha's Hakan Carlqvist crossed the checkered first, followed by Lackey, Honda's Andre Malherbe, Noyce, Vromans, Conny Carlsson (Hus), Reinbold and Jukka Sintonen. Carlqvist and Malherbe ran 1-2 for much of the first moto before both DNF.

**As far as the 500cc points are concerned coming into the June 21 USGP at Carlsbad, Malherbe leads in his attempt to defend his 1980 title with 124 points. Honda teammate Noyce is second with 110. Yamaha teamsters Vromans and Carlqvist are tied for third at 69, and they're followed by Van Velthoven (52), Lackey (49), Rond (46), Tapani Pikkarainen (34) and Georg Reiter (27).**

Suzuki's 250cc World MX Champion, Georges Jobe, took both motos of the June 14 250cc MXGP in Switzerland. Neil Hudson ran second both times for Yamaha, while Rolf Dieffenbach (Hon) posted a pair of thirds. American Mike Guerra (Hus) crashed in the first moto, and placed out of the points in 13th in the second round. With seven of the 12 rounds run, Jobe (182) leads Hudson (126), Dieffenbach (83) and Kees van der Ven (75) in the points standings.

**When you get to p. 29 in this issue of Cycle News, you'll find something a little out of the ordinary for us: a special pull-out supplement on ATVs. We're doing this as an experiment, to see how many of you are interested in a newspaper that deals with such things as ATCs, KLTs, Tri-Motos and Odysseys. Please take a few moments to fill out the short 'n' easy questionaire on p. 52 and mail it in to us. Or if you're in the neighborhood and would prefer to call, dial 213/427-7433 and ask for Vicky. And don't worry. This project will not in any way affect the way we work to bring you the best in motorcycling news every week. We're just trying to find out if you want ATV News also.**

Gilles Burgat won the 1981 U.S. round of the World Championship Observed Trials Series held June 14 at Watkins Glen, NY. Burgat rode his SWM to a 47-point score, good enough for a tie for the win with Montesa's Charles Coutard! The tie was broken by the number of section "cleans" where Burgat's impressive 32 pointless rides topped Coutard's 29. Yrjo Vesterinen finished third with a 57-point tally on his Bultaco. Bernie Schreiber put in the best American ride on his Italjet to take eighth. Martin Lampkin crashed and was taken to the hospital with broken ribs, breastbone and teeth.

**In the AMA/NATC National Observed Trials event held at Watkins Glen, NY, along with the World Championship round, Montesa riders filled the top two slots. Curt Comer won with a 73-point score over Don Sweet's 102. Third was Colorado's Morgan Kavanaugh who dropped 134 points on his Bultaco.**

"I believe I'm a fast road racer," said Dale Singleton after riding his first Isle of Man TT. "I rode the TZ500 with the tallest gearing we had, and I finished 24th!" Winning the two most prestigeous races in the '81 IoM festivities — the Senior TT and the Formula One TT — was Suzuki-mounted Graeme Crosby. One rider died on the Isle this year, Australian Kenny Blake during the 500cc Senior TT. Complete coverage next week.

**Dept. of Corrections: Contrary to results listed in last week's coverage of the SCORE Baja International, sixth place in Class 38 was captured by Robert Ayou. Ayou rode his Harbor Machine Shop-sponsored Honda solo to complete the 405-mile race.**

Dick Burleson (Hus) took the overall win in the North Star National Enduro held in the woods of northern Minnesota. Terry Cunningham (Hus) also dropped 18 points, but Burleson was 13 seconds better at the tie-breaker checks thus taking the win. Mike Melton (Hus) was the overall A class winner. Only 21 riders finished the event due to heavy rains and very soggy trails.

**June 20-21 is the rescheduled date for the Springnationals Drags at National Trail Raceway in Columbus, Ohio. The NHRA Pro Stockers as well as a complete NHRA four-wheeler program were sunk by Mother Nature's showers last weekend.**

Over 30 million viewers watched *ABC Wide World of Sports'* coverage of the 1980 10th Annual Bel-Ray USGP of Motocross last year, and their film crew will be on hand next Sunday to capture the 11th annual event on video tape. And that's only one good reason why each of us should bring two things: banners to encourage our favorite riders and American flags to wave-on all the Americans. Tickets will be available at the gate for $14.

**Arnold van Ruitenbeek, V.P. of Motorcycle Tire Sales for Continental Products Corporation, has been elected to the Board of Directors for the Motorcycle Industry Council.**

HosPITal STOP: AFM road racer John Glover broke a collarbone and suffered a concussion in his Golden State International Raceway encounter with a deer. Glover could use some cheering up since the incident also wrecked his new 250cc Yamaha. Send those cards and notes to Glover, c/o Lori Tyson, 6700 Warner, 6E, Huntington Bch., CA 92647.

**HosPITal STOP: Yamaha Pro Support rider A.J. Whiting crashed while testing in the desert on June 11 and suffered a spiral (called the "ski" break) leg fracture. He's expected to be out of action for six months, and some cards and get-well wishes would sure help the time pass quicker. Please send them to A.J. at 13860 Milbank St., Sherman Oaks, CA 91423.**

ESPN Broadcasting will air part one of the Pontiac Silverdome Supercross on Saturday, June 20, at 2:30 p.m. Furnishing the words will be famous announcers Larry Hoffman and Larry Meiers.

**Recall the Latest Poop item that mentioned California State Assemblywoman Marian LaFollette's quote that she'd "just as soon see all motorcycles banned"? American Motorcyclist Association's legislative department wrote her, and she replied, "I have no intention or desire to ban motorcycles; I know they bring enjoyment to thousands, as well as providing a more economical means of transportation." Her comments, she said, had been taken out of context.**

A meeting will be held in the AMA offices in Westerville, OH, on June 23 to discuss the 1981 ISDE in Italy. The teams and complete rider list will be chosen after reviewing this year's ISDE Qualifier Series. The AMA tour of Italy will leave New York City on Sept. 28 and return on Oct. 12. Cost of the tour, including bed, breakfast, dinner and half of car rental will be $1,291 per person. Phone AMA at 614/891-2425 for more information.

**Elsewhere in this column, it mentions Datsun dollars to be paid riders at this year's Sprite Superbowl of Motocross, July 11 in the L.A. Coliseum. The breakdown on that payoff is as follows: in the four qualifying heats, the longest jump gets $200 and the sixth through 15th place finishers will get $100-$10; in the final, the top 10 get $1,000-$100.**

American Motocross Enterprises will be kicking off their 1981 Summer Series at Indian Dunes on Friday night, July 3.

**Triumph unveiled two new models at the recent International Motorcycle Show in England. The most stunning was the TS8-1 750cc Bonneville featuring a totally restyled body complete with full fairing. The engine now sports an eight valve head and Bing-Amal constant vacuum carburetors. Other changes include twin front disc brakes, gold anodized wheels and dual headlights.**

Be sure to watch CBS' presentation of the World Speedway Qualifier on June 21. Check local listings.

**Bob Sirkegian will be instructing a six-week summer session on multi-cylinder motorcycle engine diagnostics and repair at L.A. Trade Tech. Classes start June 22. More info can be had by calling Trade Tech at 213/746-0800 ext. 209.**

According to promoters of the original Superbowl of Motocross in the L.A. Coliseum, Stadium Motorsports, there's a potential new AMA Supercross Series sponsor waiting in the wings. Datsun, sponsor for this year's July 11 Superbowl of Motocross, will pay $6,250 to riders to fly farthest off the track's Sandy Ridge jump. If this event goes well for Datsun, they'll consider a full series sponsorship.

**HosPITal STOP: Kirk Bigelow, the oldest of the MX racing Bigelow brothers, was seriously injured while racing in Canada on May 31. Bigelow broke his left leg in a first turn crash, and at one point stopped breathing. He will spend two to three months in the hospital and another month or two at home recuperating. Send get well wishes to Kirk at 52711 Fayette, Rochester, MI 48063.**

The New Hampshire Senate threw the proposed "pay for police" bill out of their chambers with a 22 to 1 vote against the bill. The bill as had passed the state's House of Representatives was obviously aimed at the annual Laconia Classic. While a few thought the bill would pass the Senate, the sound thrashing it received gives a green flag to the June 20-21 road race round of the Winston Pro Series at Loudon, New Hampshire's Bryar Motorsport Park.

**Junior class pro dirt trackers who wish to compete in a Junior Invitational race in the Syracuse Mile program on September 13 should write the promoter. A method to determine who gets invited and who doesn't hasn't been formulated yet, but will be soon. Write: Syracuse Mile, P.O. Box 11, Loudon, NH 03301.**

There have been almost more Grand National Champions than one can count on both hands at recent Winston Pro Series events. In addition to defending champ Randy Goss, the following former champs are competing: Steve Eklund, Jay Springsteen, Gary Scott and Gene Romero. On hand in various roles have been Mert Lawwill, Dick Mann, Bart Markel and Gary Nixon. Lawwill and Mann are getting their hands dirty working on the bikes of Mike Kidd and Jimmy Filice. Markel and Nixon have opted to spectate.

**"I will be back." That's the word from *Cycle News* Motorcyclist of the Decade John Penton. Penton underwent surgery for torn muscles recently and will be off two wheels for at least six weeks. You can drop him a line at Hi-Point Racing Products, 3709 W. Erie Ave., Lorain, Ohio 44053.**

Freddie Spencer's Winston Pro Series National win at the May 31 event at Road America marked a milestone of sorts for the Louisiana rider. He has also taken wins in Superbike, Expert Lightweight and Novice road racing events. Rumor has it that Spencer is looking for a good sidecar ride and would also accept one for the Battle of the Twins in hopes of completing a sweep of all forms of AMA road racing in grand style.

**Got a video tape set-up in your home? Yamaha now offers several exciting tapes that you may purchase including *At Speed*, the story of King Kenny Roberts' 1980 World Championship Road Race title winning season. The film features some slow-motion close ups of cornering, and it ends with a tribute to Patrick Pons, the French Champion who lost his life during the 1980 racing season. *At Speed* is available in both VHS and Beta Max formats for $35. Other films such as King Kenny/World Champion (60 minutes), Grand Slam (40 minutes) which is the story of Yamaha's '78 motocross runaway with four National motocross titles, are also available. Contact Yamaha Motor Corp., Marketing Services Dept., 6555 Katella Ave., Cypress, CA 90630 for more information.**

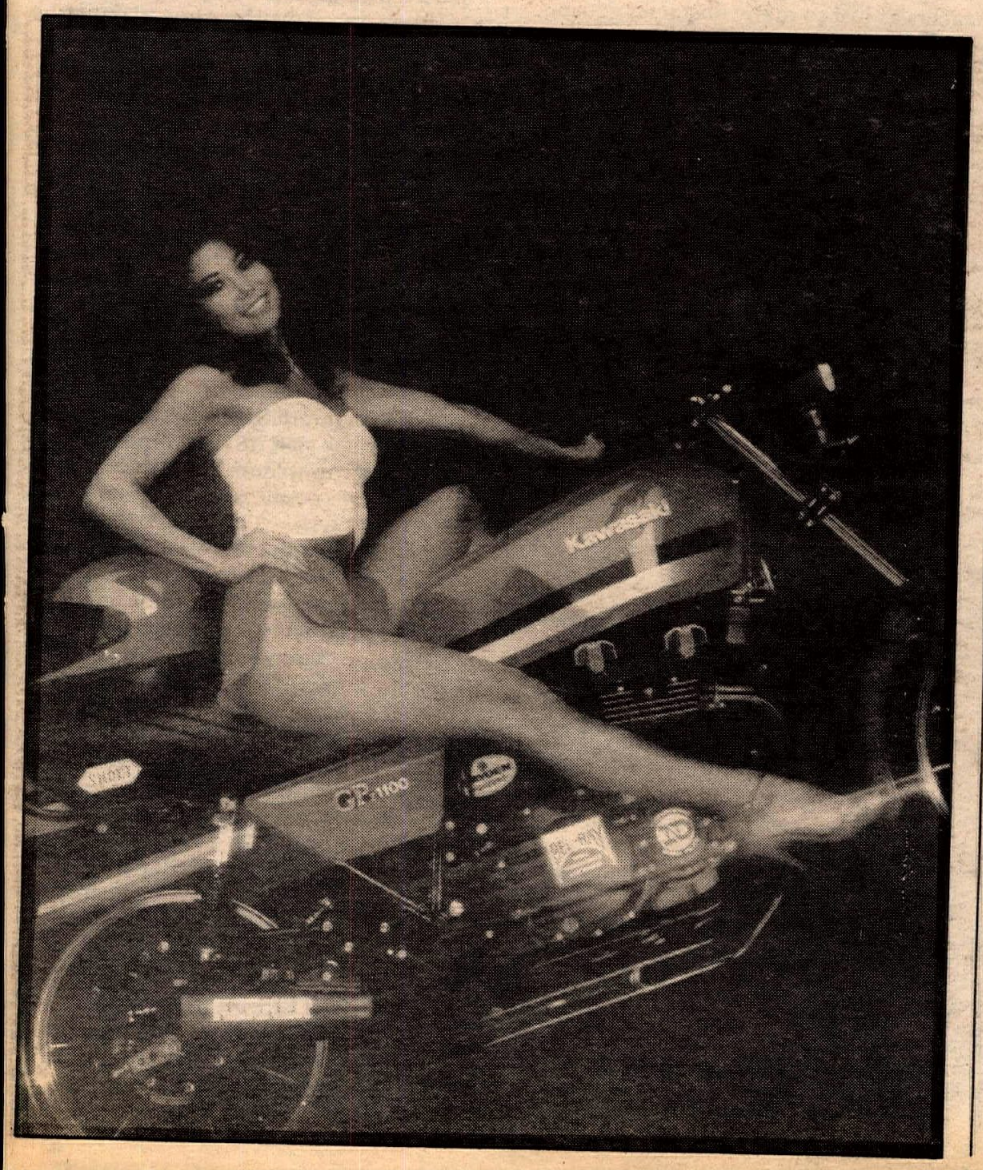
Six Days veteran John Fero has resigned from Yamaha and will be moving to Spring Valley, Illinois, where he will be starting a suspension modification and rebuilding service center. Fero has been riding for Yamaha for six years and has spent five years performing R&D work with the IT line.

**"I learned a lot in my recent trip to Europe for the GPs," said lone Kawasaki road race team member Eddie Lawson. "The only thing that didn't happen was making any money. I don't think I'll be going back this year. I saw the KR500, but didn't get a chance to ride one. I figure I'll have one next season for the Formula One races here in the U.S."**

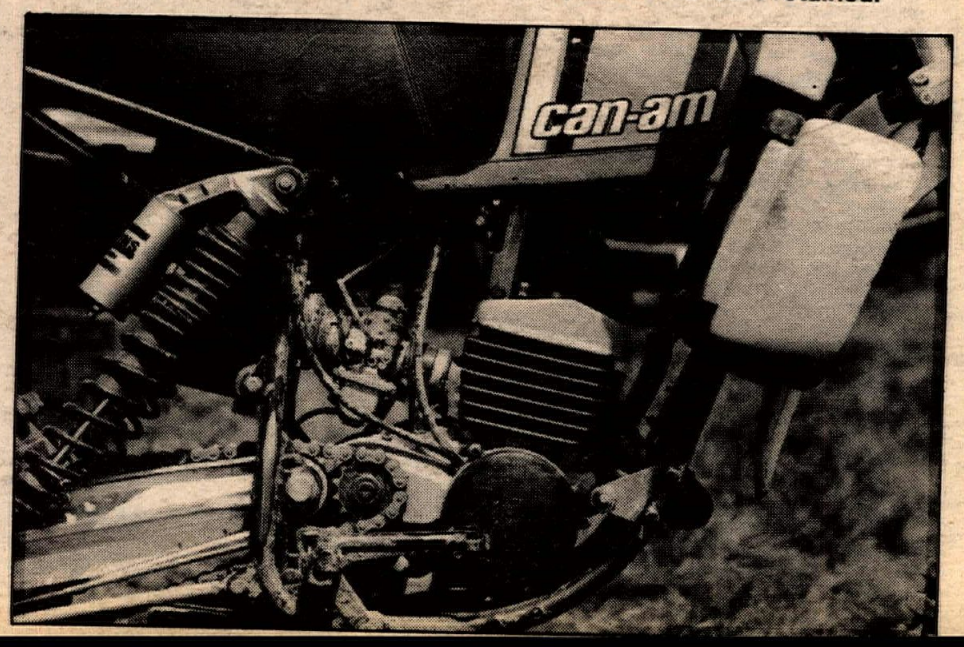
A May 30 meeting among AFM decision-makers ruled that the A-Trak (or ATK) system will be considered legal for use on Production and Box Stock classes at their events.

**Dirt track motorcycle racing will return to the Springfield (Illinois) Mile on October 4. Bikes have been given a cold shoulder at the Illinois State Fairgrounds track since 1966 when Gary Nixon rode his Triumph to victory in a 50-mile Grand National Championship event.**

**Almost makes ya want to enlist...Part of the promotion for the Budweiser Six-Hour, the 1981 version of the AFM 6-Hour endurance road race, is the "Take a lap with Miss Hollywood" contest. Sadly, we civilians can't enter; it's only for the military personnel at eight bases in the SoCal area. One consolation: There's a Kawasaki GPz1100 (oh yeah, the bike) giveaway. Posters explaining the details of that contest will soon appear at Budweiser retail outlets as well as 65 Kawasaki dealerships in southern California, probably around the first week in July. The Budweiser Six-Hour is scheduled for July 25-26 at Riverside.**



**Can-Am Team rider Arnaud Bernard debuted his company's new 125cc water-cooler in Quebec, Canada, on May 17. According to Bernard, the bike was competitive and handling was good, but top end was lacking. The next time the bike was raced a new engine was bolted in. Bernard won the first moto that day and had the rear tire go flat in the second race. The prototype Can-Am has six speeds and case-reed induction instead of Can-Am's usual rotary valve engine. Though water-cooled, cylinder fins were retained.**



# CYCLE NEWS WEST

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**ON THE FRONT PAGE: Kent Howerton can very well jump for joy. In Colorado he clinched his second consecutive 250cc National MX Championship. The complete story begins on p. 6. Photo by Mark Kariya.**

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# VOICES

## Open season?

I would like to offer my feelings, opinions, and suggestions concerning what will probably be the richest, best promoted "club" race in the world. Namely, the American Federation of Motorcyclists Annual Six Hour Endurance Race, this year sponsored by Budweiser Beer and offering a $15,000 purse.

First, salaried "factory riders" should have a set limit of the purse available if any. Let them have the fame and the glory, but not the club racer's one shot at some money.

Some local MX races have "pro" classes in which factory (Pro) riders compete with locals who so choose. The Expert class is for others. Since the Open class is the only place we will see the factory teams, why not split this class only, into two ranks? A "Pro class," consisting of AMA Pro Superbike riders with factory backing, and others who feel they can be competitive in this ranking, and an "Expert class," for the riders who pour their time and money into what is really the only chance in a year that they could ever hope to make any decent money.

Payouts to this class split should be at least equal, with possibly the higher portion of the purse going back to the "Expert" class. It is realistic to assume that the factory teams come to the 6-Hour for the exposure, not to cherry pick at the purse. Their riders are already well paid for performing their jobs. If the factories are so possessed with success at this "club" race, why not stimulate their riders with attractive bonuses for deserving performances.

Let's face it, even the *best* of club racers jump into a different league when they mount up on a *factory* bike. The true privateers, no matter how devoted, don't stand a chance of being in the hunt. Think for a moment of what the Superbike class has produced for results for the past few years. Always factory vs. factory. Money talks! The majority of Open class *club* racers don't compete in the Nationals for two reasons:

(1) A total lack of funds to travel the circuit.
(2) The cost of an AMA license, physicals, entry fees, travel expenses to run one or two west coast nationals and still not having a snowball's chance of outplacing the megabuck factory effort.

Granted, it is a real pleasure to run with the big boys, but when you think of it, we help to pay their lucrative salaries by buying the motorcycles, parts, and accessories that their employers sell. Without the "ultimate enthusiast," which is what we club racers really amount to (with some exceptions), these gentlemen would be working regular jobs like the rest of us.

If you could get truly honest answers from these professionals, I have to think they must consider we club racers as just so many obstacles getting in their way. From my line of thinking, who really are the hazards? The club racers, who are used to competing with club racers and club racer horsepower, or the factory boys who will slam the door making a WFO pass, leaving the amateur spinning mentally (and sometimes physically).

One short burst more of outrage: I was recently advised of one "factory rider" who declined to participate in this year's Budweiser 6-Hour Endurance Race because the promoters would not pay him a four digit figure as start money. My feelings? It's about time the factories gave us, the club racers, some support instead of the opposite. Anybody else out there care to dispute this? Speak up! Let the AFM know...or does the victory go to the highest bidder?

(Name and address withheld by request)

## Ferrato to leave Yamaha

It is with deep regret that I announce that effective June 17 I will be leaving my position as Assistant Manager of Motorcycle Public Relations at Yamaha Motor Corporation, USA. Due to a situation that had developed involving my family, it has become necessary that I return to New Orleans where I will be involved in the oil industry and able to pursue my musical interests.

I wish to thank all of you in the motorcycle industry who have made the past few years most gratifying for me and most productive for myself and for Yamaha.

I especially wish to make known my appreciation for the people at Yamaha who have shown me great faith, patience and understanding in these past months.

DAVE FERRATO

P.S. I hope to see you all at the Dealer-news show in October. I can be reached at 4929 Perdue Drive, Metrairie, LA 70003, phone 504/887-7312.

## More pre-plastic Preston

The article on Preston Petty by Brad Zimmerman was a treat to read. He's quite a guy and I know it did all his friends and acquaintances good to find out what's going on with his life since he moved to Gila Monster land.

Just like Digger Helm, I've known Preston for more years than I care to think about. He's a special friend going back to when I first entered the world of motorcycles...so I too have many tales regarding Pres. He used to ride a Greeves at Ascot; (a defunct British motorcycle) and win with it. Then there was the year at Hopetown when Maico distributor Frank Cooper was holding up Preston's bike on the line, frantically looking for his rider. Preston was kicked back relaxed under the trees. As the bikes started firing up, Preston appeared, casually pulling on his helmet while at that point, Mr. Cooper looked ready for the coronary ward. But there was no point being there in the sun all hot and sweaty until it was time for the flag to drop, right?

My first time ever in a plane was with Preston as pilot. We took off on the Carlsbad drag strip, and then looped round and round watching one of the earliest motocrosses going on below — Joel Robert, et al. When we landed there was a little group of Europeans all in line for their ride too; they couldn't believe than an American motocrosser could afford his own plane. In between riding his Suzuki in class, Preston obliged them all. Carlsbad's a tricky landing strip with wires at a couple of crucial points and if something had gone wrong we'd have had an international incident!

If you raced in the same class with Preston, he was the man you *had* to beat if you wanted to win. A tiger lurks under that placid looking exterior. I really saw it the day he laid his chin open to the bone when he got off hard at Saddleback Park. Ever tried putting a pressure pack on a tiger when he wants to get back out there but is bleeding too much?

After he'd started his business he also turned writer, and the rest of us motorcycle scribes can be eternally grateful to him...he was the first writer to use the term "berm." Boy, did we all jump gleefully on that. A new word to use in race reports, and the motocross writers did it to death... Preston, we could use a new one, old buddy!

To hear he's in control of his business again with his wife Mary is just great. His name has always stood for integrity and his products for quality.

Just one thing more. I've known and written about lots of racers and races over the years but Preston belongs to a very elite club (Malcolm Smith is another) that I have yet to hear the usual bitches or complaints about (or Pettiness if you like puns). He's special people.

MAUREEN LEE
"The Silver Fox"
Long Beach, CA

**Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.**

# "MAGIC" MYSTIFIES MONTREAL.

Team Suzuki's "Magic" Mark Barnett really put on a show for 51,400 spectators in Montreal Olympic Stadium.

The Canadian Supermotocross event found Mark blasting his 250 "Full-Floater" to wins in both his heat race and the final for the overall win.

Now it's back to the states for Mark, who's on the way to his second 125cc National Title and the Supercross Series Championship.

Donnie Hansen got the holeshot in the second 250cc moto with Kris Bigelow (54), Kent Howerton (1) and Bob Hannah (behind Howerton) behind him.

## AMA 250/500cc National Championship MX Series: Rounds 8/4

# Hannah and Glover take the day, Howerton grabs 250cc title

**By Mark Kariya**

CASTLE ROCK, CO, JUNE 14

The final round of the AMA 250cc National Championship Motocross Series fell to Yamaha's Bob "Hurricane" Hannah, marking his second victory in as many weeks and his third in the series, but the day belonged equally to rival Kent Howerton, as the Team Suzuki rider successfully defended his title in the class with a conservative third in moto one and a win in moto two for second overall at CDR Tech Track.

Hannah's teammate Broc Glover waged a stirring pair of battles with Honda's Chuck Sun in the 500cc races, each garnering a win and a second. Glover [illegible] in the deciding second moto to make it four in a row for the El Cajon, CA, rider who has proven extremely adept at making the transition from the 125cc buzz bombs he raced last year to the 500s.

Any anticipated duel here between Hannah and Howerton failed to materialize as both had different game plans. Hannah needed two wins with Howerton finishing no better than 18th in either moto to claim the 250cc title. He went for it with fine 1-2s, but Howerton was making sure to avoid any direct confrontations if he could avoid it. "I didn't want to race or get knocked down or anything; I don't need that anymore," said the Rhinestone Cowboy.

Howerton scored a total of 389 points in the series to best Hannah's 345. In third with 289 was Donnie Hansen who put his factory Honda with the leaders all day and scored third with a 2-3.

In the 500cc points chase, Glover and Sun maintained their distance, each scoring 47 points. Glover now has 194 to Sun's 159. Mike Bell, by virtue of his 3-3 placings for third, moved to third with 128 points, displacing Kawasaki's Goat Breker (who ran fourth in moto one and crashed out early in moto two) at 126.

Promoter Ben Cox laid out a challenging track, used for the very first time today, over grass-covered pasture land utilizing the hills (what else is there in a Rocky Mountain state?) adjacent to and overlooking CDR Tech Track's drag strip and road course. One part of the course dropped *steeply* down toward the drag strip, made a sharp left at the bottom and headed back up. A small jump halfway up made it tricky to negotiate and some riders looped it or had to push up this mini hill climb. It was a big bike course.

About the only thing that detracted from the circuit was the extreme dust despite watering the night before. After the first set of motos was completed, though, it began to rain which made conditions almost ideal for the riders. For the estimated 9000 specators, it only made it wet and cold, and many missed the fine racing that took place in the second motos.

### Preliminaries

Due to the number of entrants,

**The last turn of the first 500cc moto went like this. Broc Glover (6) went a bit wide for a lapper and Chuck Sun (1) went underneath for the moto win.**

was necessary to run qualifiers in both classes. In the 250s, 13 riders from each qualifier and seven from the consy would transfer while in the 500s, it was 12 and seven. Each race was 10 minutes long, equaling four laps on this track.

Gold Coast Yamaha rider Keith Oelerich and Yamaha support rider Dave Hollis led off the first 250cc qualifier. By the end of the first lap, however, Team Honda's Steve Wise, who got a mid-pack start, had zapped Oelerich for the lead and kept it easily to the checkered.

The second qualifier saw Maicos grab the top three spots off the start with Dave Coupe leading Carlos Serrano and Eric Eaton. Serrano fell on lap one but didn't give up and charged right through to pick up the lead on the final lap followed by Eaton and Coupe.

Keystone Yamaha rider Jeff Hicks took the consy by a comfortable margin with Honda-mounted Terry Hobbs holding the runner-up slot.

Local favorite Arlo Englund must have had one of the largest cheering sections at the track as hundreds of hand-held "Go Arlo" signs had been printed and handed out. He didn't disappoint them as he charged his Yamaha support ride into the lead when the gate dropped for the first 500cc qualifier and didn't back off until he got the checkered. Kenny Keylon, also on the Yamaha support program, got second from Suzuki-mounted Marty Moates on lap two and held it to the end. Victorville (CA) Suzuki rider Andy Jefferson and Husky-backed Steve Rhyan filled out the top five.

Honda-mounted Boo Stichter from Thornton, CO, gave the hometown crowd reason to cheer in the second qualifier as he jetted into the lead and flew. On the white flag lap, though, cheers turned to moans as he lost the chain and his lead.

Stichter wasn't through, yet. He quickly replaced the thrown chain, restarted and took off after new leader Kevin Davis. Amazingly, Stichter caught up to the Maico West pilot and got around him in the final section of the track before the finish. Unfortunately, he slipped a bit wide in the final corner, a sharp left, allowing Davis to slip past for the win. Maico-mounted Tony DiStefano and Kawasaki rider Robert Reisinger trailed them in.

Michael O'Driscoll on his Utah Sport Cycle Husky had little problem in wrapping up the consy. Bill Stork and Maico's Mark Hutcheson ran 2-3.

## 250cc National

Howerton led the field through the first lap of moto one with Hansen, a charging Hannah and Dave Hollis giving chase. Things remained the same up front until lap three when Hannah successfully put a move on Hansen for second. Hansen continued to hound Hannah the rest of the moto but to no avail.

A lap later, Howerton fell back to third where he forced himself to stay ("I could have gone a little faster; I said, 'No, take it easy.'") for the rest of the race. Wise plugged himself into fourth but could not catch Howerton.

Moto-X Fox's David Bailey had been running a strong and spectacular fifth for a while, but the frame on his works Kawasaki gave way and snapped so he parked it.

Carlos Serrano had the crowd wowed with his high-flying leaps off one slightly downhill jump that carried him nearly to the start of the next rise and right-hand bend. He got around Hollis about halfway through the moto when Latimer Linn Suzuki rider Rusty Latimer fell going into the last turn and blocked Hollis' path. Serrano earned fifth with Hollis sixth.

Rounding out the top 10 were Oelerich, Suzuki riders Ron Turner and Wayne Boyer and Yamaha-mounted Kris Bigelow.

Hansen got the holeshot in the second moto with Howerton, Hannah and Bigelow right behind him. Hannah forced his way past Hansen to lead at the end of a lap over Howerton, Turner and Bigelow.

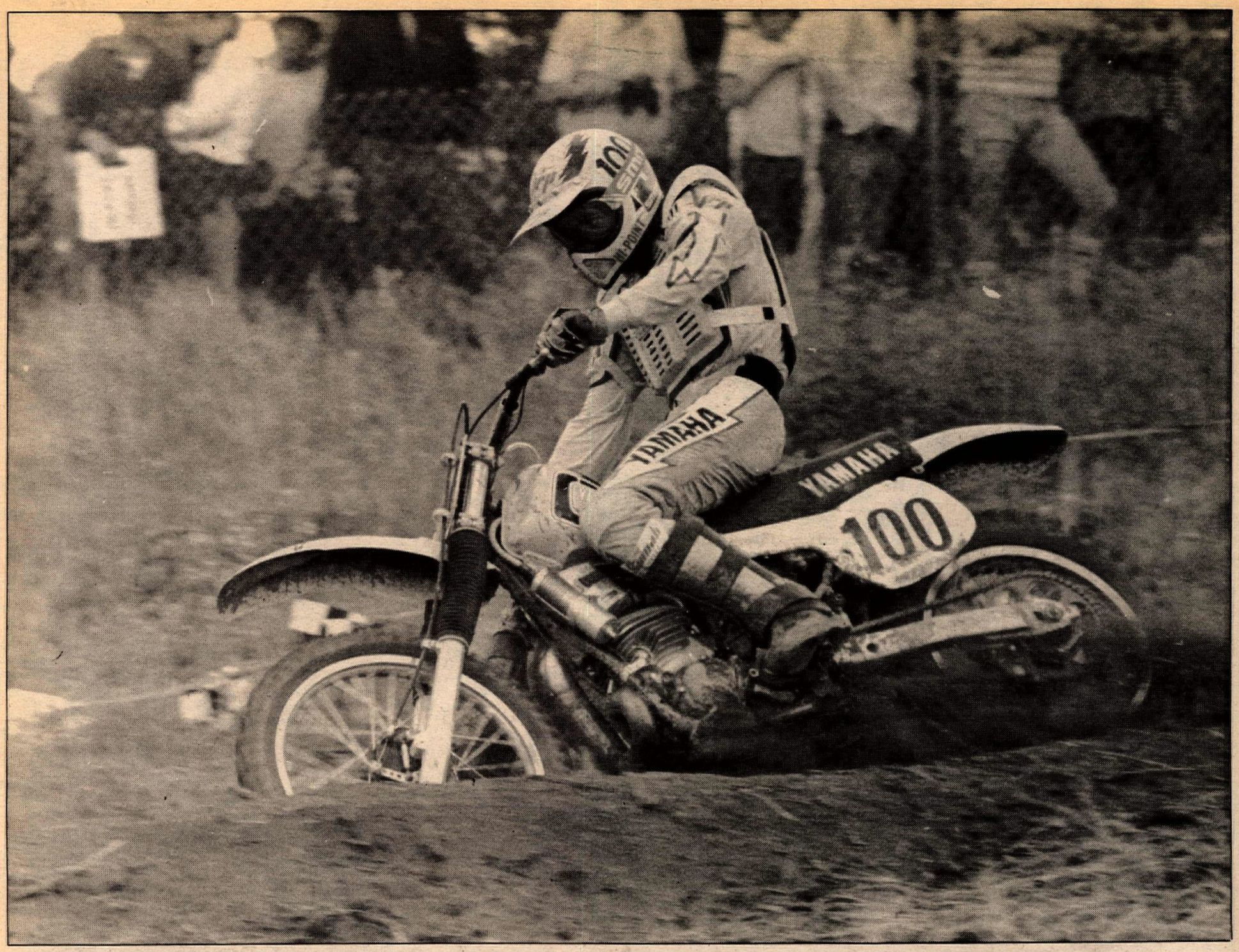
As in the first moto, Hansen stayed with Hannah and near the 10-minute mark, with rain starting to fall, he got a wheel in front of the Hurricane. Hannah tried to come back, though perhaps a bit too soon.

As they turned down a short, bumpy section leading to the last corner, Hannah tried to get his front end underneath Hansen. Instead, he made contact and went tumbling to the ground as Hansen motored away. Hannah laid on the ground stunned for a moment, then got up and limped toward his bike as first Howerton and then Turner zipped past. He righted the machine, pointed it downhill and bumped it to life again to resume the chase, but it seemed that the race was over for him at that point.

However, Hannah was determined to finish as best he could and with fire in his eyes, regained third the next time around. He began closing on Hansen again, who had been passed by Howerton shortly before the 30-minute point, and the two locked into a back-and-forth struggle that was finally resolved when Hannah went by for good with about 10 minute left. By that time, though, Howerton was out of reach, even though it would have made no difference in the standings if Hannah had passed him.

After working his way up through the pack, Wise was busy holding off Turner during the middle of the moto, then gradually started to pull away. However, Wise's rear fender had broken off and as he came off one big jump, he found himself positioned too far to the rear. As a result, he got "sucked . . . right underneath the fender. I thought I was going right through there," he said later.

Wise slowed dramatically and when he came to the signal area, he fell off the bike writhing in pain, a black tire mark rubbed quarely over the leathers covering his rear. "It was ungodly pain, but it was like just a pain for a minute. It was just like gettin' sweats in




**For Bob Hannah, it was a bittersweet day. Despite fine 1-2 rides and the overall win, rival Howerton claimed the 250cc National crown for the second year.**

school except a million times worse," he said.

Indeed, the pain was apparently fleeting as he was back up and underway in less than a minute to finish 15th. Turner was fourth ("Feels good to get in the top five, especially when all the rest are works bikes.") for his best finish of the series with Bigelow fifth. Jeff Hicks, Dave Hollis, DG Honda rider Jim Tarantino and Keystone KTM ace Andy Stacy filled out the top 10 moto spots.

### 500cc National

The gate dropped for the first 500cc moto with Sun, Glover, Breker, Bell and Shultz creating dust storms in front. At the end of the first lap, Bell and Shultz had both slipped past Breker while Maico's Alan King and Arlo Englund moved into slots 6/7.

Sun and Glover began to go at it, hammering at each other with neither having a marked advantage. The pace of their fight started to pull them away from Bell and Breker, who took over fourth when Shultz dropped out.

"I wasn't sure how fast to go," Sun said afterward. "He (Glover) came up on me, then I'd pull away. I'd start cruising then he'd pull up on me and I'd pull out a little bit.

"He made a charge right at the end. He was going like a couple seconds faster, and he snuck around me before I got going again."

It was evident that the final few laps would bring a showdown. Glover would try to get a wheel inside of Sun, but Sun would manage to hold on. Coming into the final corner before the checkered flag, Glover had the advantage, though ever so slight. "I was hoping for the best," Sun said. "I wanted to keep right on him, right to the last hoping the door would open up, and he went wide. I shot to the inside and threw a little block pass. I never touched him or anything."

Glover explained, "Well, I kind of thought I had it, and I snoozed. What really happened was a hard decision for me to make because I wasn't sure whether to go outside and try to cut in and hold him, or if I went to the inside, I thought maybe Chuck would square me off. So I went to the outside and there was a lapper between us. I set off too early for the lapper and I had to regas it, and by that time, Chuck had the drive on me, and he just slipped in there.

"I did the same thing to him a half a lap earlier, and he rode his heart out and so did I, that's for sure. Both motos, we rode as hard as we could."

Sun got the win with his last corner pass while Glover shook his head while undoubtedly chastising himself. Bell and Breker followed some distance back with King holding off Husky's Bill Grossi for fifth. Arlo Englund finished seventh over Sun's teammate Danny LaPorte with Marty Smith taking his factory Suzuki to ninth in front of Boo Stichter.

In the final moto of the day, the rain had stopped, but black clouds were building up, ready to unleash their cold contents. (It rained and hailed after the races were completed.)

The dark clouds were probably an omen of sorts. Shultz took the lead for the first lap followed by Sun and Glover. The next time around, though it was Glover in the lead with Sun and King behind. A large hole in the track pitched Shultz off, breaking a knee cup in his leathers, but not seriously injuring him. The same hole collected Breker the lap before and would catch a couple of other riders before things got less congested there.

Glover and Sun quickly started to move away from the pack and make it their own race. This time, however, Sun couldn't quite get close enough to make any successful passes like he did in moto one. Get close enough until late in the moto, that is.

The last 10 minutes of the race ran very close as Glover misread his pit board and ran into a group of lapped riders. Both things let Sun close to within a few seconds. "I didn't even know where Chuck was until he was alongside of me," said Glover. "Up to that point, Chuck gave it everything he had and so did I, and for the last two laps, it was like a sprint race. That's what it was. I was determined to gas it as hard as I could."

Glover held him off in those final laps to secure the overall with Sun finishing second. "I've got to hand it to him," said Sun in the pits later, "he's got a lot of determination."

Bell was a distant third again, after working up a bit from the pack puzzled that the two leaders were able to pull away from him like they did. Smith was fourth ahead of King, though overall their positions were the opposite. LaPorte had held fifth until his chain broke midway through the race.

Rounding out the top 10 spots were Englund, Rhyan, DiStefano, Husky's Gary Pustelak and Clark Jones, and Yamaha-mounted Maby McIntyre. ●

### Results

250cc NATIONAL: 1. Bob Hannah (Yam) 1-2; 2. Kent Howerton (Suz) 3-1; 3. Donnie Hansen (Hon) 2-3; 4. Ron Turner (Suz) 8-4; 5. Dave Hollis (Yam) 6-8; 6. Kris Bigelow (Yam) 10-5; 7. Steve Wise (Hon) 4-15; 8. Jim Tarantino (Hon) 11-12; 9. Jeff Hicks (Yam) 14-7; 10. Steve Martin (Suz) 16-6; 11. Eric Eaton (Mai) 13-11; 12. Andy Stacy (KTM) 15-10; 13. Wayne Boyer (Suz) 9-16; 14. Keith Oelerich (Yam) 7-18; 15. Jeff Ellens (Hon) 12-14; 16. Carlos Serrano (Mai) 5-*; 17. JoJo Keller (Hon) 18-12; 18. Clint Hardick (Suz) *-13; 19. David Bailey (Kaw) *-17; 20. Chris Howard (Mai) 17-*.

500cc NATIONAL: 1. Broc Glover (Yam) 2-1; 2. Chuck Sun (Hon) 1-2; 3. Mike Bell (Yam) 3-3; 4. Alan King (Mai) 5-5; 5. Marty Smith (Suz) 9-4; 6. Arlo Englund (Yam) 7-6; 7. Steve Rhyan (Hus) 11-7; 8. Tony DiStefano (Mai) 12-8; 9. Bill Grossi (Hus) 6-15; 10. Gary Pustelak (Hus) 13-9; 11. Goat Breker (Kaw) 4-*; 12. Kevin Davis (Mai) 15-11; 13. Maby McIntyre (Yam) 17-10; 14. Kenny Keylon (Yam) 14-13; 15. Danny LaPorte (Hon) 8-*; 16. Clark Jones (Hus) 18-12; 17. Boo Stichter (Hon) 10-*; 18. Brian Thompson (Mai) *-14; 19. Rick Sidle (Mai) *-16; 20. Marty Moates (Suz) 16-*.

*Denotes placing outside the top 20.

FINAL 250cc NATIONAL CHAMPIONSHIP MX POINT STANDINGS: 1. Kent Howerton (389); 2. Bob Hannah (345); 3. Donnie Hansen (289); 4. Kris Bigelow (199); 5. Warren Reid (191); 6. Ron Turner (184); 7. David Bailey (183); 8. Steve Martin (163); 9. Gary Semics (143); 10. Rick Burgett (131); 11. Dave Hollis (126); 12. Joe Jo Keller (122); 13. Andy Stacy (95); 14. Jeff Hicks (87); 15. Carlos Serrano (72); 16. Spencer Morrison (62); 17. Larry Wosick (54); 18. Ron Sun (48); 19. (TIE) Dave Coupe/Derek Wedding (46).

500cc NATIONAL CHAMPIONSHIP MX POINT STANDINGS: 1. Broc Glover (194); 2. Chuck Sun (159); 3. Mike Bell (128); 4. Goat Breker (126); 5. (TIE) Alan King/Marty Smith (113); 7. Danny LaPorte (94); 8. Darrell Shultz (90); 9. (TIE) Arlo Englund/Bill Grossi (80); 11. Mickey Kessler (62); 12. Steve Rhyan (56); 13. Jim Ellis (52); 14. Kenny Keylon (51); 15. Gary Pustelak (50); 16. Tony DiStefano (46); 17. John Reinholt (30); 18. Pat Moroney (27); 19. Alan Pizzino (26); 20. Jim Meenan (23).

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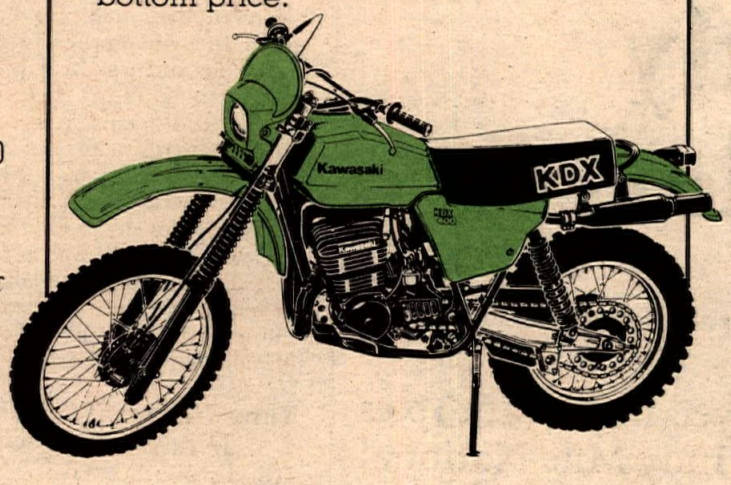


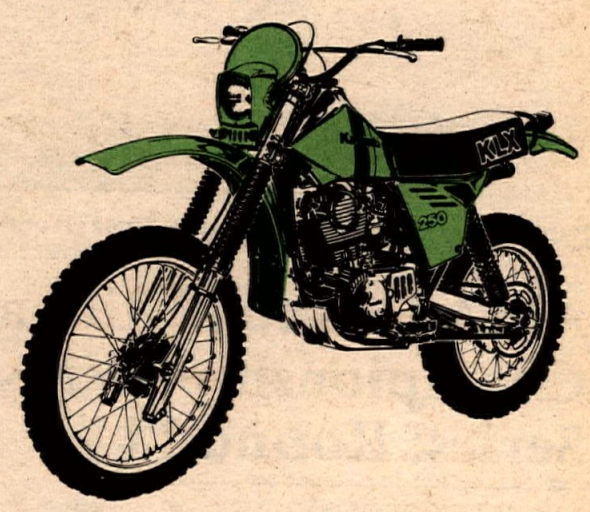


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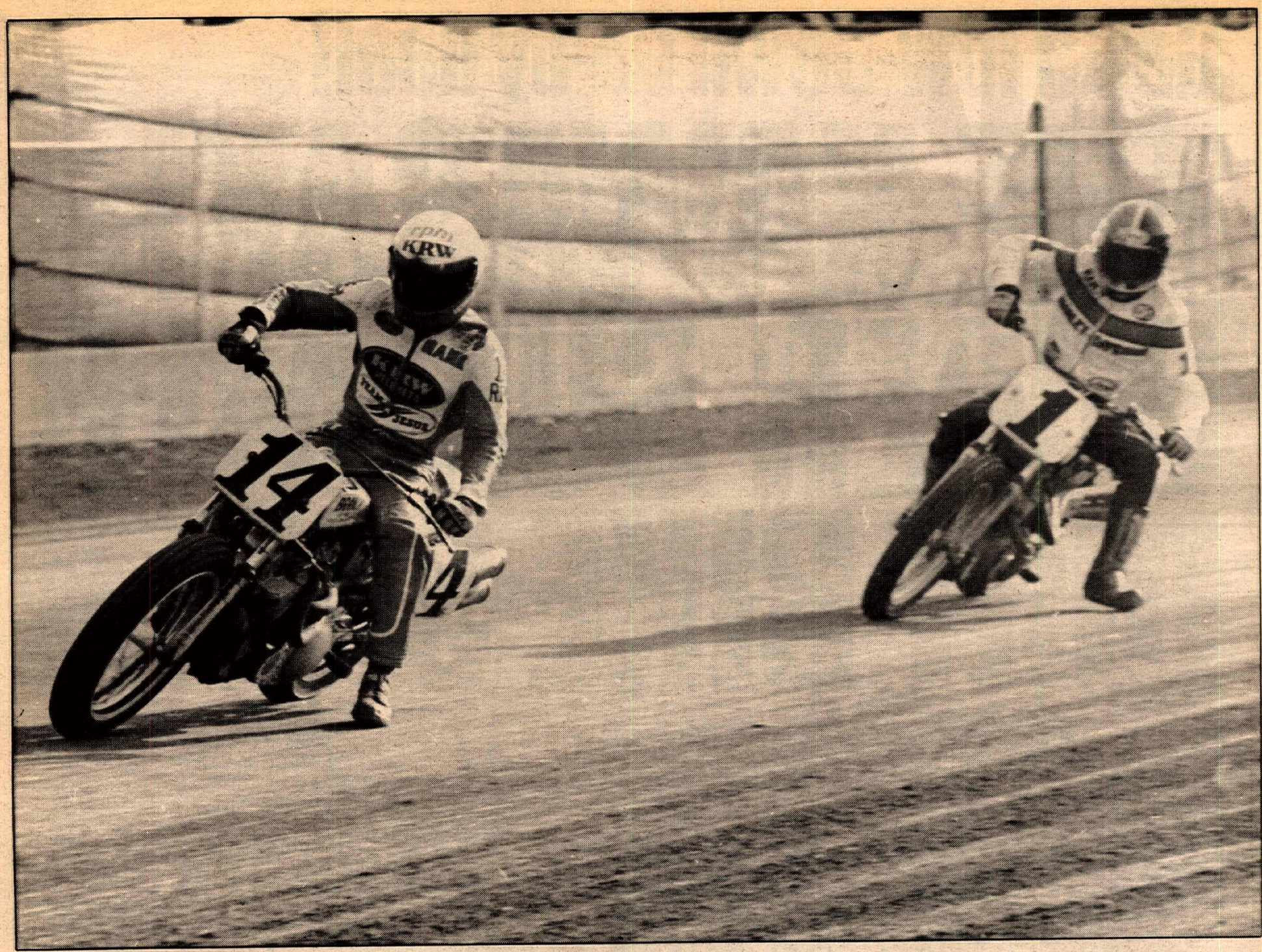


Hank Scott (14) stayed with Randy Goss (1) until the final corner then drafted him, taking the win by mere inches.

## AMA Grand National Championship/Winston Pro Series: Round 11

# Hank Scott nips Goss in Indy Mile thriller

**By Gary Van Voorhis**
**Photos by Dave Despain and Van Voorhis**

INDIANAPOLIS, IN, JUNE 14

Horsepower and strategy played important roles in the outcome of the 25-lap Indy Mile National as the 132,000 feet of high-speed ballet came down to a game of inches between Hank Scott and Randy Goss. It was nearly too close to call, but when the checkered flag waved Scott shot his fist into the air in jubilation and Goss knew he was six inches shy of

Gary Scott completed the trio in winner's circle with a solid third place ride away from the raging battle that was going on in fourth. Steve Morehead and Mike Kidd filled out the top five after dropping Scott Pearson to sixth on the final go-around.

The win marked Scott's 12th career National victory and his eighth on the mile. In addition, the win vaulted him from 12th to sixth in the Winston Pro Series point standings.

Jay Springsteen still leads the points tally, but his lead has been cut to 13 points over Steve Eklund — 94 to 81. Springsteen time-trialed, but scratched from his heat. He had complained of sickness, of possible food poisoning, upon arriving at the track and grew sicker as the day wore on.

Meanwhile, Eklund was having his share of bad luck. He had hurt his back and ribs earlier in the week at Santa Fe and was heavily taped. The rough track didn't help things and neither did a back row start — on a three row grid — for the National. He rode to a cautious 10th and that coupled with Kidd's fifth puts Kidd just one point shy of Eklund in the race for second in the point standings.

The National, a late addition to the Winston Pro Series schedule, drew a slim crowd in comparison to the double Nationals run at fair time in August.

### Time Trials

Scott Parker set himself up as the crowd's pre-race favorite by showing the rest of the 63 rider field around the Indiana State Fairgrounds track. Parker knocked off a 38.567 second lap, but that was a good bit short of Hank Scott's blistering 35.283 track record. Gary Scott, Jimmy Filice, Terry Poovey and Ted Boody rounded out the top five. Ronnie Edgens had the dubious distinction to be 48th qualifier at 40.817 seconds.

### Heats

Some of the best racing of the day occurred in the first heat where Scott Parker and Randy Goss were going at it wheel-to-wheel. Then Bubba Rush, Garth Brow and Ted Boody moved in. The position swapping was such that one could be leading out of turn two and be fifth going into turn three. All but Boody led at one time or another. Just past mid-point Parker coasted to a stop on the back stretch. "The engine blew, but it was hell while it was running," Parker would say later.

Inches separated winner Goss from Brow and Shobert at the flag. The fight for second was so close that Brow thought he had third until the National line-up was posted.

"If you think that was a heckuva race," said Hank Scott, "wait until you see what Gary and I do in the National." Hank and Gary took the outcome of the second heat right to the finish line with Gary outsmarting Hank and slipping by on the right side while Hank looked over his left shoulder to see where his brother was.

Mike Kidd sliced through traffic to place a solid third. Ricky Graham, who took last year's daytime National at an over 100 mph pace, was out quickly with ignition problems.

The third heat saw Wayne Rainey come out on top of a four-way battle, taking Tim Mertens and Jimmy Filice along with him to the National. The fourth rider in that battle was Freddie Spencer riding his factory Honda for all it was worth, and then some. It appeared he was short on the right combination to come off the corners quick-

# STACY TAKES "LAST CHANCE" AND TITLE.

In the final round of the ISDE 2-Day Qualifier Series, appropriately named the Last Chance 2-Day, it was Frank Stacy and his PE-250 all the way.

The win makes Frank the top qualifier for 1981 as well as 250cc champion. Frank's amazing record of 5 overall wins in the 6-race series also gives him a place on the USA ISDE Intent Team.

Finishing second overall in round 6 was Suzuki's Mike Rosso, who also took the 175cc Class win. And third overall was yet another Suzuki rider, Randy Martin.

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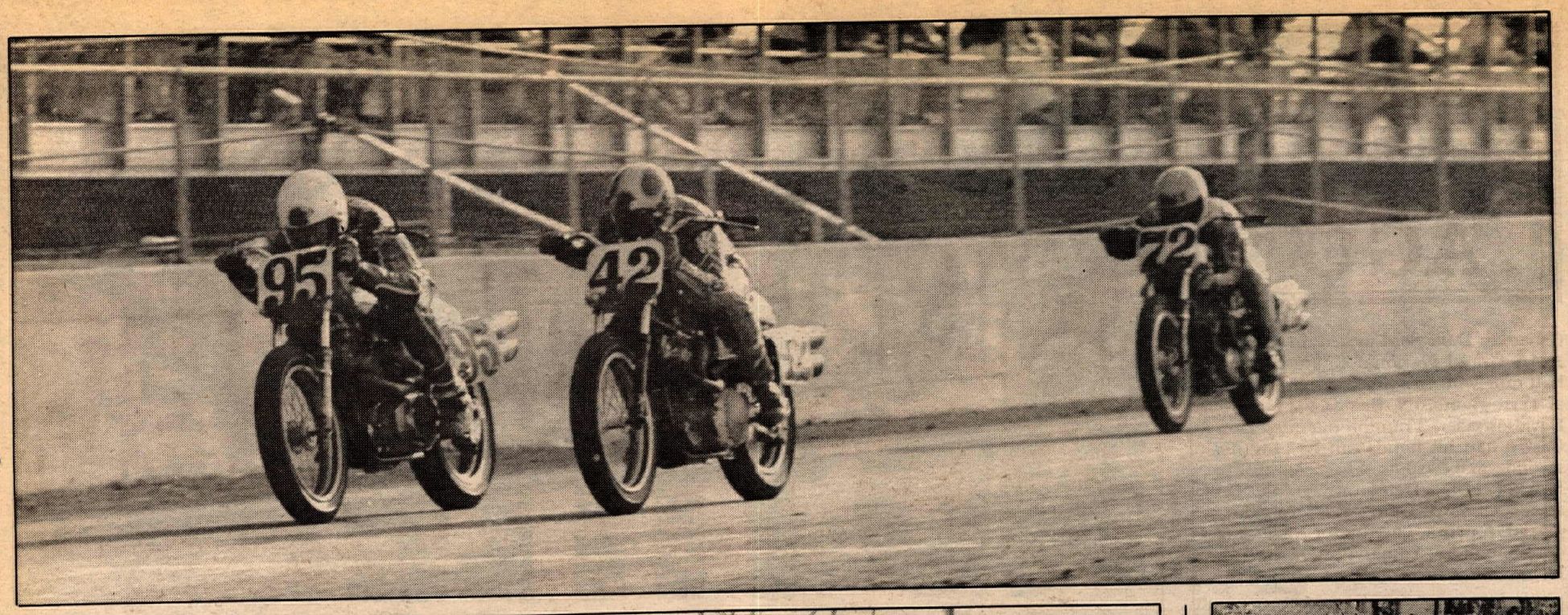

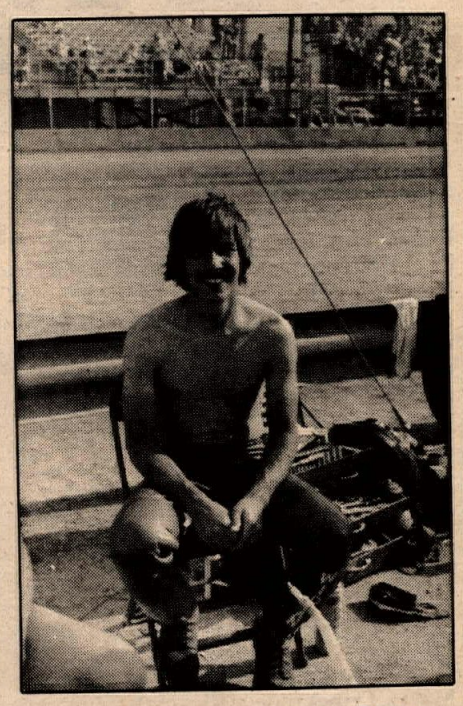

**(Top) Scott Pearson (95), Steve Morehead (42) and Mike Kidd (72) raced like this in the main. (Above left) Hank Scott hoists the trophy in victory circle. Goss (behind Lynn Griffis) and Gary Scott (hidden on left) are also present. (Above right) Terry Poovey led the first part of the main until a valve spring broke.**

ly, yet Spencer was always there in the draft and hung in to the end.

The fourth heat should have shaped up as a fight between Springsteen and Eklund, but Springer scratched from the race and Eklund had a bad start. Terry Poovey, Steve Morehead and Willie Crabbe had their spots in the National sewn up pretty much from the start. Eklund inched closer and closer to Crabbe in third, but couldn't get a draft when he needed it.

### Semis

"We've got a shot at it, even from the back row," said Scott Parker's tuner Tex Peel about the chances of Parker being one of the two transfers from semi one. Peel and Bill Werner had effected an engine swap for Parker between the heat and semi. Parker hung in, but it was Scott Pearson and Ted Boody with the tickets and Parker a half bikelength short.

Steve Eklund was none too happy about having to start from the penalty line in semi two. The race went one lap with Freddie Spencer's spectacular crash in turn four bringing out the red flag. Spencer was battered and bruised; his Honda will probably head for the scrap heap.

On the restart Eklund charged through traffic to take the lead and appeared to have everything locked up. Behind him Gene Romero, Billy Schaeffer and Canadian Jonathan Cornwell were dueling it out. They got closer, but Eklund was still in command. However, on the last lap Eklund "lost concentration" and Cornwell held him off at the flag.

### Trophy Race

Billy Schaeffer's glory time lasted two laps in the Trophy Race. Alex Jorgensen took over on lap three and ran in front for the remainder of the 12 lap event. Schaeffer challenged and waited for Jorgy to make a mistake, but he didn't. Steve Monger lurked in third a majority of the way, also waiting for the leaders to make a mistake.

"It was a good race," said Jorgensen. "I wish it was the National, but I'm pleased. I was doing all my own work today and when you do that and race you can't be good at both."

### National

The pits were surprisingly quiet before the National. There was no electricity in the air, no anxious anticipation. It was almost "ho-hum, let's get it over with."

Terry Poovey had his formula for getting it over with — start like a rocket and don't look back. It worked for Poovey and for four laps things looked like a runaway, but then an exhaust valve spring broke and within three laps Poovey was in the pits. "I was just pacing myself," said Poovey. "I could have run out front all the way but the spring broke. I should be used to disappointment, but I'm not." Poovey eventually went back out and cruised around.

While Poovey was enjoying his pace setting ride, Randy Goss and Hank Scott were working their way up through traffic as Wayne Rainey and Jimmy Filice were going the other way. Rainey slipped off the groove too many times and didn't have the steam to take the positions back while Filice's engine was rapidly going sour.

"I was pumped for the National," said Filice. "Unfortunately, the engine began to vibrate badly and make funny noises. I pulled in rather than run it until it blew."

On lap three Cornwell hit the bales in turn three. "I got sucked in a bit too deep in the turn while I was drafting and couldn't save it," said Cornwell.

Kidd and Morehead, as well as Pearson, were up and down through the top six places.

Gary Scott appeared to be mired back in the pack. In reality he was dealing with a surging engine that didn't always want to slow down when the throttle was backed off. "I can tell you it's really fun when you draft somebody and then back off going into a turn and the engine doesn't. It scared the hell out of me a couple of times. Fortunately, the problem cleared up."

Steve Eklund was back in traffic also. "I started slow and sat back and watched," Eklund said. "No way was I going to split traffic and have some fool run over me."

Goss grabbed the lead from Poovey on lap seven. Poovey was back on eight, second on lap nine and in the pits on lap 10. Hank Scott was glued to Goss by that time and the two would remain stuck together for the remaining laps.

Pearson held third from lap 11 to 15 when he slipped off the groove and plunged to sixth behind Gary Scott, Kidd and Morehead. Gary Scott soon pulled away leaving the Kidd/Morehead/Pearson show to run its course. Brow, Shobert, Rainey and Mertens were also having their own little race.

On the final lap Hank Scott led across the start/finish line with Goss taking the lead in turn one, and Scott getting it back. It was Goss over Scott into turn three off the back straight. Coming out of turn four Scott drafted past and held on to the flag.

"When I made my move," said an elated Hank Scott, "I thought I might have gone too soon. I wasn't holding back anywhere on the track. I was going for it all the time. When I saw the checkered flag I knew I had it. I put the pressure on Randy and it worked."

"I did exactly what I wanted to do," said Goss. "I didn't think Hank could beat me to the finish. I guessed wrong, but not by much. Unfortunately, it was the difference between winning and second place." ●

### Results

25-LAP NATIONAL: 1. Hank Scott (H-D); 2. Randy Goss (H-D); 3. Gary Scott (H-D); 4. Steve Morehead (H-D); 5. Mike Kidd (H-D); 6. Scott Pearson (H-D); 7. Garth Brow (H-D); 8. Bubba Shobert (H-D); 9. Wayne Rainey (H-D); 10. Steve Eklund (H-D); 11. Tim Mertens (H-D); 12. Ted Boody (H-D); 13. Willie Crabbe (H-D); 14. Terry Poovey (H-D); 15. Jimmy Filice (H-D); 16. Jonathan Cornwell (H-D).
TIME: 15 min., 55.606 sec.
AVERAGE SPEED: 94.181 mph.

12-LAP TROPHY RACE: 1. Alex Jorgensen (H-D); 2. Billy Schaeffer (H-D); 3. Steve Monger (H-D); 4. Rickey Campbell (H-D); 5. Gene Romero (H-D); 6. Peter Hook (H-D); 7. Steve Oort (H-D); 8. Scott Parker (H-D); 9. Marty Bushman (H-D); 10. Mike Gilkey (H-D).
TIME: 7 min., 48.372 sec.

AMA GRAND NATIONAL CHAMPIONSHIP/WINSTON PRO SERIES POINT STANDINGS: 1. Jay Springsteen (94); 2. Steve Eklund (81); 3. Mike Kidd (80); 4. Randy Goss (73); 5. Gary Scott (66); 6. (TIE) Scott Pearson/Hank Scott (55); 8. Jimmy Filice (50); 9. Steve Morehead (48); 10. Alex Jorgensen (46); 11. Terry Poovey (43); 12. Scott Parker (41); 13. Garth Brow (36); 14. Ricky Graham (30); 15. Wayne Rainey (29); 16. Ted Boody (27); 17. Bubba Shobert (25); 18. Freddie Spencer (21); 19. Dale Singleton (20); 20. David Aldana (19).

# TEN YEARS AGO

Canadian **Dave Sehl** picked up another AMA Grand National Championship half mile win, this time doing the deed at Terre Haute, IN. Behind the Harley-Davidson rider, Triumph-mounted **Don Castro** had his hands full keeping his second place spot safe from **Bart Markel** (H-D). Defending Grand National Champ **Gene Romero** (Tri) placed fourth. The Junior race was dominated by Yamaha pilot **Kenny Roberts.**

The country's top enduro and ISDT riders were found scurrying through the Oregon hills in search of gold at the Trask Mountain Two-Day ISDT Qualifier. Riding new six-speed 125 Pentons, **Jeff Penton, Dick Burleson** and **Jack Penton** placed 1-2-3 overall. **Jack Lehto** (Hus) topped **John Penton** (Hus) in the Open class, Californians **Carl Berggren** (Hus) and **Jay Tullis** (Hon) placed 1-2 in the 350cc class, Ossa-mounted **Charlie Vincent** bested Ossa teammate **Don Cutler** in the 250cc class, and **Gerald Pacholke** won the 175cc class on a Puch.

An annual, natural high in motocross was experienced in the form of the annual Mammoth Mountain Motocross. California's top riders swarmed to the High Sierra course, and Bultaco riders **Dave Rodgers** and **Tom Rapp** finished 1-2 in the 125cc Senior class, with **Gene Cannady** (DKW) third. Young **Marty Tripes** rode a Rickman/Montesa to the 250cc Senior win over **Bill Clements** (Hus) and **Bryar Holcomb** (Mai). Clements returned in the 500cc Senior race and topped **Jim West** (Hus) and **Bill Silverthorn** (Hus).

Indoor short track racing brought over 6000 people into the Boston Gardens, where they watched **Keith Mashburn** (Yam) win the Yamaha Silver Cup race. Don Castro placed second in front of Kenny Roberts.

In an ACA road race at Carlsbad, CA, **George Kerker** (Nor) won Heavyweight Production. Kerker warned would-be passees of his presence with a blast from a police siren mounted on his bike.

Speedway racing made its first appearance at Ventura County Fairgrounds. The Brothers **Bast** — **Mike** in front of **Steve** this time — took the top two spots in the Scratch main. **Les Chankey** won the Handicap main with Mike Bast finishing second.

**Giacomo Agostini** won the 226.4-mile Isle of Man Senior TT, averaging 102.59 mph on his MV Augusta. At IoM, **Phil Read** won his first 250cc TT, turning in one lap at 100.08 mph.

**Pat Owens,** for many years Western Operations Service Manager for Triumph, and also a tuner on the National circuit, joined the teaching staff at Los Angeles Trade-Tech.

**Bryan Kenney** was busy in Europe, placing seventh and eighth in two International races in Italy, then taking an eighth at another International in France.


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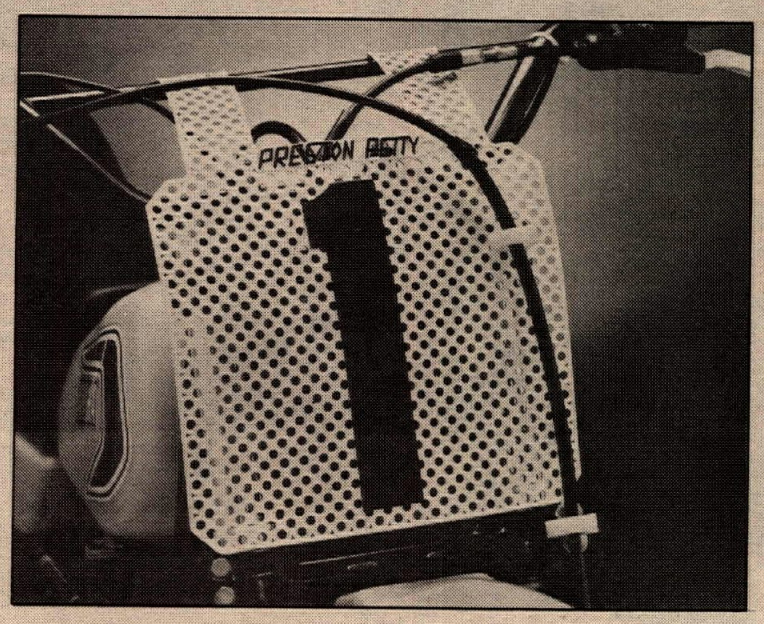

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**(Top)Georges Jobe sailed his works Suzuki to the overall 1-1 win at Gallarate, Italy. (Above left) Mike Guerra ran out of luck when Michele Margarotto highsided and took the Husky rider out with him. (Above right) Italian rider Dolce and Jobe dive down one of the beautiful Gallarate hillsides.**

***World Championship 250cc MX Series: Round 4***

# Jobe unbeatable in Italy

**By Jack Burnicle**

GALLARATE, ITALY, MAY 17

The battle for the 250cc World MX Championship continued to sway in the direction of present incumbent Georges Jobe (Suzuki) when he sped to a glittering pair of race wins at Gallarate in Northern Italy.

While choking dust devoured the chances of his strongest rivals, the elegant young Belgian controlled both races on a very fast, stoney track in unruffled style.

Neil Hudson rode strongly into the runner-up slot in the second moto, but his first race opportunity evaporated when he hit the stalled Yamaha of Norwegian Jan Kristoffersen on the opening lap. Restarting well downfield Neil was wiped out by an ebullient Italian three tours later and retired.

Hudson nonetheless moved past Kees van der Ven (KTM) into second place in the title table. The amicable Dutchman suffered a disastrous day. Involved in a first race, first turn crash with compatriot Henk van Mierlo (Suzuki) and Raymond Boven (Husqvarna), he could get no higher than 20th after 15 minutes before being eliminated by two more spills.

His second outing was even briefer, squeezed into the ropes and crashing heavily through a rapid downhill chicane during the torrid first lap. Kees was left stiff, shaken and pointless at the end of the day.

Surprise leader of the pack as they hurtled up the hill off the start was Henk van Mierlo, but his Suzuki's petrol tap had not been switched on and he was hit by van der Ven, and angry Raymond Boven (Husqvarna) and a heartbroken Maurizio Dolce (Maico) as the pack engulfed him in the sweeping first bend. Matti Tarkonnen (Yamaha) fleetingly hit the front ahead of Jobe, Jean-Paul Mingels (Yamaha) and Arno Drechsel (Kawasaki), but Jobe flew high into a second lap lead as Dreschel spilled down to 14th.

Undismayed, the tall German-domiciled Italian student fought back to ninth at the flag, just failing to catch Dimitar Rangelov (Husqvarna) who had come off worst in an occasionally violent struggle with Soren Mortensen (KTM) and Heinz Kinigadner (Puch). Mortensen, injected to kill the pain in his injured left wrist, rode heroically, shutting out the demonic Austrian right to the end, though they couldn't catch Simo Taimi, the young Husqvarna mounted Finn. Tarkonnen lay second until, on the penultimate lap, he was caught by Rolf Diffenbach (Honda) who hurtled by on some fiercesome downhill swoops after raging through from a tenth place start.

Besides Hudson, van der Ven and Fritz Kobele (Honda), other early casualties included Magnus Nyberg (KTM) who, unsighted in the dust, clipped a stack of trackside tires in a narrow uphill chicane on the first lap and split his petrol tank in the resulting endo. Michele Margarotto, phsyically sick through nerves before the race, crashed off the factory Gilera at the same spot one round later and brought down Mike Guerra (Husqvarna).

"I didn't want to get involved with anyone in the dust," commented Guerra later as he relaxed between motos with an ice pack on his left arm, "so I let Margarotto through and he immediately goes and and highsides it off right in front of me!"

The luckless American was hit as he remounted and had to pull out, while at one-third distance Zdnek Velky, lying seventh, snapped his CZ in two on one of the downhill plunges and took Alberto Dotti's Puch with him.

So far, the packed 30,000 strong arena had been strangely quiet, but as Dolce stormed up the hill into a second race lead the lid lifted off and the terraces erupted! The fiery little Italian was displaced on lap two by Rangelov, and these two, with Jobe, broke loose and staged a blistering battle, accompanied throughout by thunderous waves of Latin encouragement.

On lap nine Jobe ousted Rangelov from pole and began to pull away to a beautifully contrived ten second victory. One lap later, Dolce outbraked the big Bulgarian to deafening roars of applause, then Rangelov stalled and Hudson and Kobele were through.

Hudson set about wearing down Dolce. This he did to such good effect that the explosive Italian eventually broadsided through the tapes on the second to last lap and the Yamaha forced past.

Drechsel had stormed impressively through to fourth place, aided by Kobele crashing out with four laps remaining. Rangelov narrowly held fifth ahead of Holland's Peter Groeneveld, benefitting from a newly kitted out Mugen Honda, and Hans Maisch (Maico). Kinigadner nailed Jean-Claude Laquaye (SWM) on the final lap but Dave Watson (Yamaha) throwing everything he knew into the attempt, just couldn't find a way round the tiring Belgian.

Margarotto and Benny Wilken (Maico) were next, followed by Husky twins Boven and Guerra, hopelessly handicapped in the swirling dust by appalling starts. Tarkonnen had crashed on the third lap and Dieffenbach on lap ten when, hard after Kinigadner, he struck one of the huge stones which littered the track and was thrown heavily over the front of the Honda.

Mortensen, Taimi, Nyberg and Mingels were other victims of terrible starts, the latter's compounded by his handlebars breaking on the first big downhill.

The blinding dust, frightening on such a high speed track, had been Jobe's greatest ally, but the 20-year-old Belgian hardly needs such elemental favours on this kind of form. •

**Results**

1st MOTO: 1. Jobe; 2. Dieffenbach; 3. Tarkonnen; 4. Mingels; 5. Taimi; 6. Mortensen; 7. Kinigadner; 8. Rangelov; 9. Drechsel; 10. Groeneveld.

2nd MOTO: 1. Jobe; 2. Hudson; 3. Dolce; 4. Drechsel; 5. Rangelov; 6. Groeneveld; 7. Maisch; 8. Kinigadner; 9. Laquaye; 10. Watson.

WORLD CHAMPIONSHIP 250cc POINT STANDINGS: 1. Jobe (101); 2. Hudson (51); 3. van der Ven (44); 4. Kinigadner (33); 5. Dieffenbach (29); 6. Tarkonnen (24); 7. Laquaye (22); 8. Dolce (22); 9. Mortensen (19); 10. Mingels (18); 11. Watson (13).

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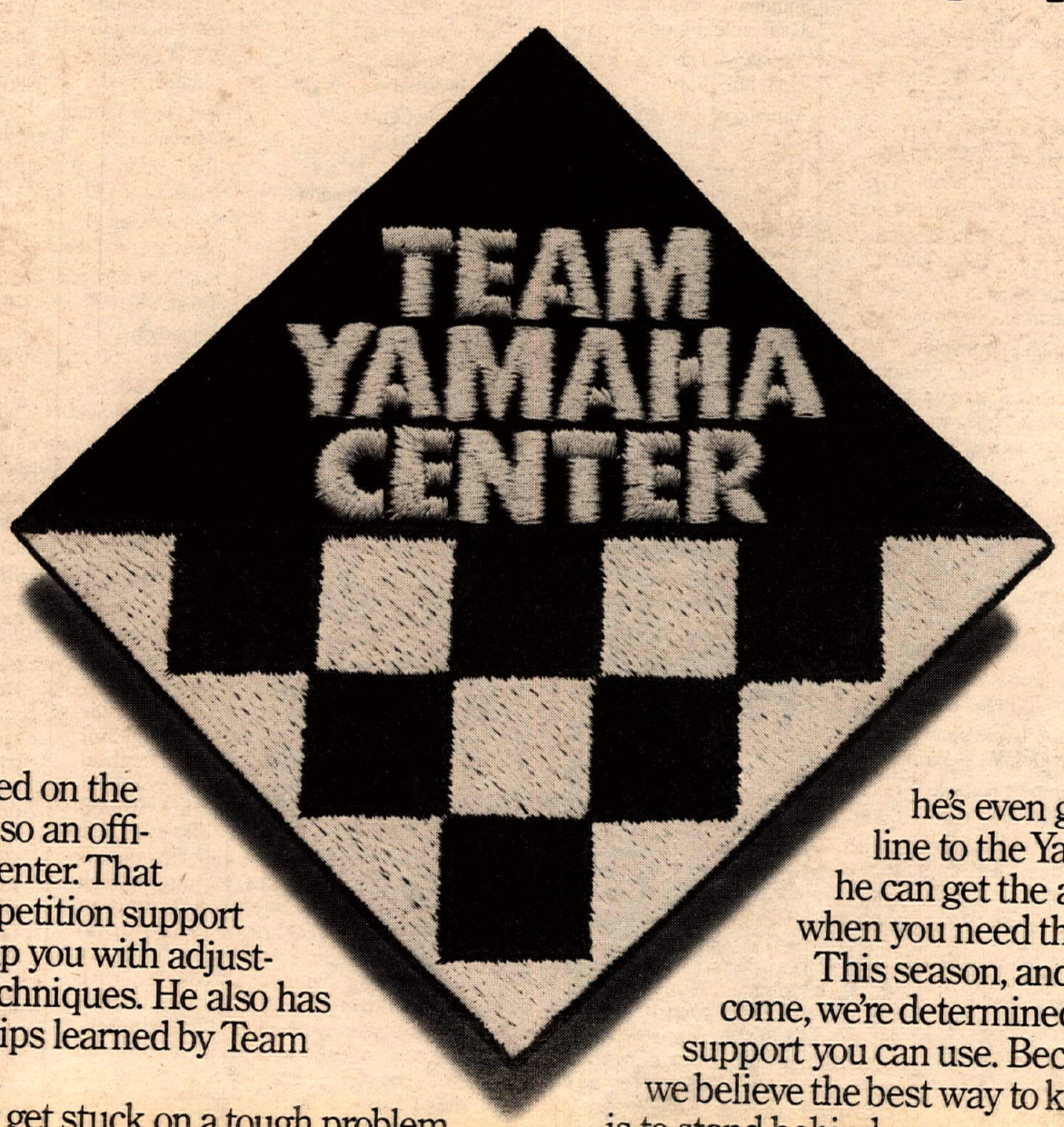


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Kearney Mesa Yamaha
San Diego, California

Champion Yamaha
San Jose, California

Yamaha of San Luis Obispo
San Luis Obispo, California

Speedmarine Inc.
Santa Maria, California

Jim & Jims of Santa Rosa
Santa Rosa, California

Yamaha Suzuki Sports Center
Seaside, California

Simi Valley Cycles
Simi Valley, California

Yamaha of Thousand Oaks
Thousand Oaks, California

Foothill Yamaha
Tujunga, California

29 Palms Motorcycle
Twentynine Palms, California

R & J Cycle
Vallejo, California

Van Nuys Cycle
Van Nuys, California

Senti Yamaha
Arvada, Colorado

Clints Cycle Center
Boulder, Colorado

Central Yamaha
Colorado Springs, Colorado

Vickery Yamaha
Denver, Colorado

Yamaha of Denver
Denver, Colorado

Yamaha South
Englewood, Colorado

La Forte Yamaha
Fort Collins, Colorado

Highlands Cycle
Grand Junction, Colorado

Yamaha Sports Center
Gunnison, Colorado

Al's Cycle Sales
Caldwell, Idaho

Dillon Cycle Sales
Caldwell, Idaho

Cycle City
Heryburn, Idaho

Mansfield Yamaha
Idaho Falls, Idaho

Ray's Cycle
Lewiston, Idaho

Widmans Sport Center
Moscow, Idaho

Copper Valley Yamaha
Butte, Montana

Central Montana Yamaha
Lewiston, Montana

Bobby J's Yamaha, Inc.
Albuquerque, New Mexico

Cycle City
Hobbs, New Mexico

Grants Cycle Service
Grants, New Mexico

Nevada Yamaha
Las Vegas, Nevada

Valley Cycle
Las Vegas, Nevada

Hazen's Western Cycle Center, Inc.
Sparks, Nevada

Santiam Yamaha
Albany, Oregon

Tractorland Yamaha
Hillsboro, Oregon

Yamhill Yamaha
McMinnville, Oregon

Saint Johns Yamaha
Portland, Oregon

Yamaha of Springfield
Springfield, Oregon

Craigs Inc.
Bountiful, Utah

Vesco's Sport Center
Brigham City, Utah

R & R Services
Filmore, Utah

Cyclewise Yamaha
Midvale, Utah

G & L Equipment
Salt Lake City, Utah

Plaza Cycle
Salt Lake City, Utah

Airway Heights Yamaha
Airway Heights, Washington

Klontz Sport Center
Auburn, Washington

Bellevue Yamaha
Bellevue, Washington

Yamaha Northwest
Billingham, Washington

Sea & Ski Sports
Burien, Washington

Everett Yamaha
Everett, Washington

Yamaha Country
Kennewick, Washington

Lynnwood Yamaha
Lynnwood, Washington

Skagit Yamaha
Mt. Vernon, Washington

Olympic Yamaha
Olympia, Washington

Omak Yamaha
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Yamaha of Redmond
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Renton Yamaha
Renton, Washington

Seattle Yamaha
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Valley Yamaha Sales
Spokane, Washington

Sunnyside Yamaha Honda
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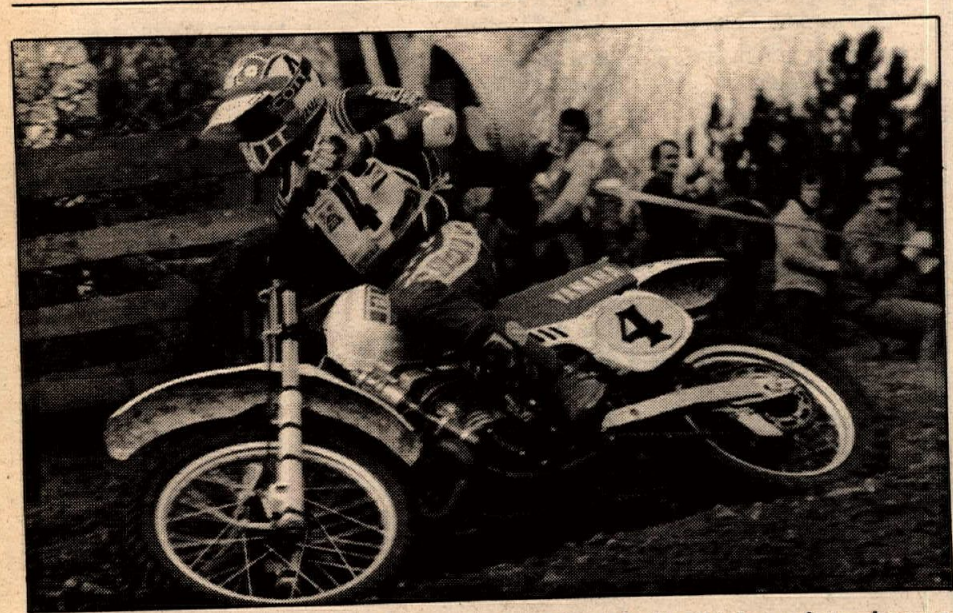

(Top left) Defending World Champ Andre Malherbe leads the points chase coming into Carlsbad. (Top right) Suzuki's Jean-Jacques Bruno is fifth with teammate Brad Lackey (inset) 10th. (Above left) Andre Vromans lies third in the points, just behind Graham Noyce (above right).

# Young lions clash at Carlsbad

**By Suzie Mann**

The United States round of the 500cc World Championship MX Series arrives at Carlsbad Raceway on June 21. The competitors in the prestigious Bel-Ray 500cc USGP of Motocross are equally divided for this year's ninth annual points paying contest between the regular European "continental circus" riders and the top American AMA 500cc National class dynamos. As of this writing, 20 Europeans will face 20 Americans in what is shaping up to be one of the most exciting confrontations between closely-matched professional athletes at Carlsbad.

For nine long years (counting the first non-points paying International races in 1971 and 1972, which qualified the Carlsbad facility for full GP status), partisian American spectators watched a European racer take the top position on the podium. Last year, 23-year-old southern California rider Marty Moates was virtually invincible. Moates not only won both motos hands down on his LOP-sponsored Yamaha but also led the American rider domination of the confrontation! Eight of the top 10 spots were filled by American racers. Belgian Andre Vromans placed third overall, and lanky Jaak Van Velthoven of Luxembourg notched seventh.

This year's U.S. round of the 500cc title chase is brought to you directly from France enroute to Farleigh Castle, England. Will one of the top European aces wrest the overall win back from the American riders? Could Moates repeat his domination? Can fast rising 500cc National class star Broc Glover wow them all? Or maybe "Bad Brad" Lackey (whose bad luck at Carlsbad almost equals that of Roger DeCoster) will finally pull off the one victory he has worked so hard for since 1973 when he posted an unprecedented (for those early days of American involvement in motocross) fourth place overall in the first points paying Carlsbad GP. Danny LaPorte, Chuck Sun and Mike Bell are also capable of winning with a little bit of luck.

Carlsbad has always been an exciting race for spectators and riders alike. How about the 1974 last moto finish between five time USGP winner, the Dutch tooth doctor, Gerrit Wolsink and then yet-to-be 500cc titlist Heikki Mikkola of Finland? Wolsink hit the high bank at the finish line and literally crashed across the line taking the moto and overall victory (his first in four straight years of domination at Carlsbad) by just a few feet from the hard-charging Mikkola. Wolsink's fifth win at Carlsbad came in 1979 during a 104 degree heat wave which decimated most of the riders including Mike Bell, who led most of the first moto before falling victim to heatstroke and retiring for the day.

Shav Glick, respected motorsports editor of the Los Angeles *Times*, rates the Bel-Ray U.S. Grand Prix as his favorite motorcycle race of the year and one of the top spectator events he covers in the world of motorsports racing.

One of the reasons this year's Grand Prix is shaping up to be such an exciting confrontation is the takeover (beginning a year ago) of the World Championship series by the "young lions" of the motocross world. Top American motocross stars, almost without exception, have always been very young by World Championship standards. Experience, one of the key factors in determining the top Grand Prix riders, used to be the private preserve of riders in their late 20's and early 30's. With the advent of Schoolboy and Junior Motocross overseas

about 10 years ago, most of today's young continental experts are seasoned veterans by the time they are 21.

In fact, Brad Lackey, 27, is well on his way to being an elder statesman of the "circus" in his ninth year of chasing the elusive 500cc world title! Lackey began racing 18 years ago and won his first event in 1967. That was the same year current points leader and defending 500cc World Champion, the 25-year-old Belgian Andre Malherbe started *his* career at the ripe age of 11.

Malherbe was Belgian 250cc National Champion at age 16. He moved on to compete first in the 125cc, then 250cc and finally 500cc class World Championships finishing sixth in 1978, third in 1979 and taking the title in 1980. His arch-rival this season for the top spot in this ferociously contested big bore class is the 1979 500cc World Champion, 24-year-old Graham Noyce of England who also races for Team Honda. Noyce was sidelined for much of last season with injuries. The former Schoolboy motocrosser, who started racing at age 10, wants the title back. Noyce will be on form for Carlsbad. He likes the track and needs the win.

Belgian Andre Vromans, 23, whose father was a top National rider for many years, began his racing career at the ripe old age of 16 when a knee injury took away from his first love, football (soccer). Andre, like Lackey, spent most of his career on the big bore machinery.

The top contenders on this side of the Atlantic (right next to the Pacific ocean, in fact) are led this year by 21-year-old veteran and three time National 125cc Champion, Broc Glover who hails from San Diego, California, just 28 miles south of Carlsbad. There's no doubt about it. Young Glover is hot right now. He has won all four of the 500cc Nationals so far this season, topping seven out of eight motos! Can he beat the seasoned European riders, as well as the top American riders in his first 500cc Grand Prix outing?

At 24, Danny LaPorte has the 1979 500cc National Championship under his belt and is the only rider to top Glover so far this season. LaPorte would like to improve his last year's second overall position at Carlsbad by one spot. The personable Honda racer could pull it off if the gremlins which affected him in his last two Carlsbad outings disappear.

The European riders travel the 7,000 miles to California to earn important series points in this richest of all 500cc Grand Prix events. Interestingly, this "continental circus" covers more ground than Formula 1 car racing and is one of the most respected forms of racing throughout Europe.

Spectators can meet the stars and see the ultra-trick factory machines close-up the day before the race, Saturday, June 20, from 9:30 a.m. to noon at the Camino Real shopping center just off Highway 78 (turn off I-405 just south of Oceanside). There's also the Women's 125cc Motocross National, Saturday morning at Carlsbad Raceway. Timed practice for the GP riders determines the starting line-up for Sunday's race on Saturday afternoon.

Will an American pull off the win for the second year in a row against this season's tough competition? Most American riders agree that the energy from the crowd is a real plus, so plan to show up early at Carlsbad. Bring plenty of cold drinks, an American flag or sign to display, and plan to cheer yourself hoarse. Help an American to victory and have a good time. It's going to be an incredibly entertaining, close-fought spectacle, chock-a-block full of unusual happenings, unexpected turns of events and amazing feats. ●


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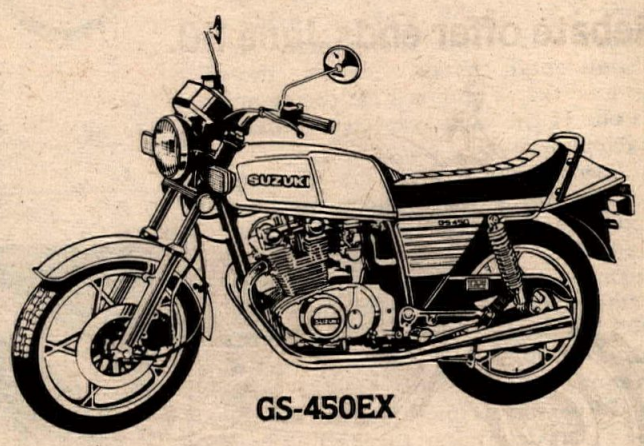


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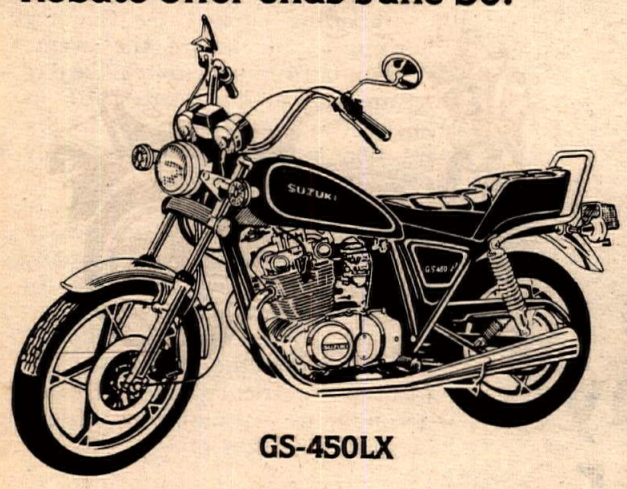


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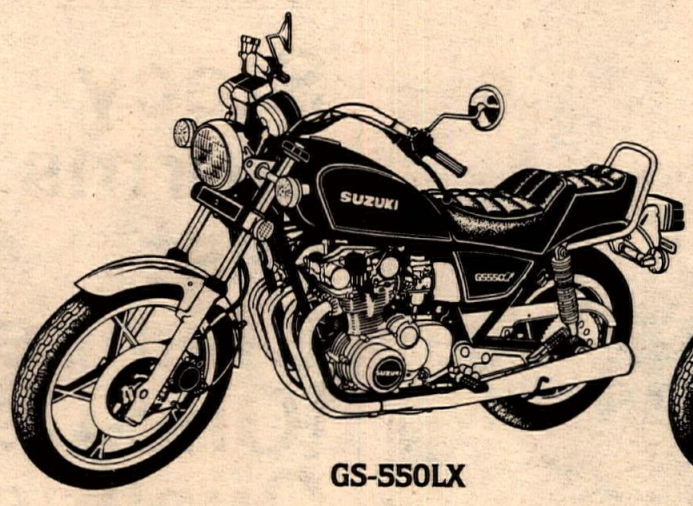
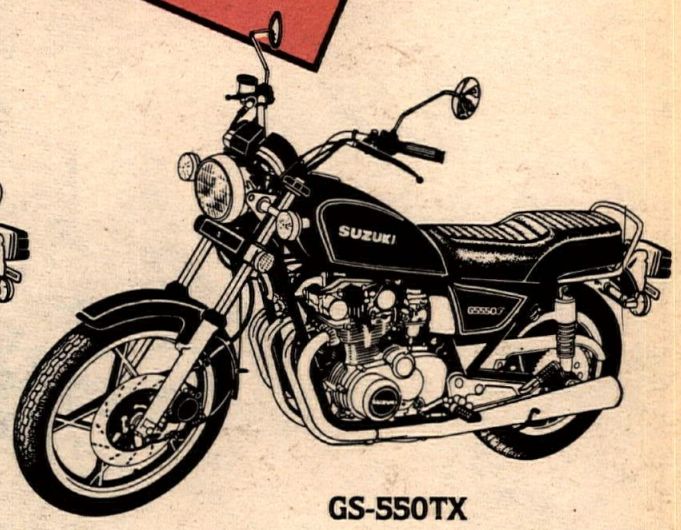



GS-550LX

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**(Clockwise from lower left) Frank Stacy, who took his fifth overall win of the year, catches up on maintenance. Heavy rains led to wet, wet trail conditions, and only 10 of 121 riders finished the first day. Mike Rosso, the 175cc class winner, was second overall. Kevin LaVoie won the Open class when he checked into the final check without working on his bike. The time Terry Cunningham did spend on his bike cost him the Open win.**

**AMA Two-Day Qualifier Series: Round 6**

# Stacy storms Last Chance (One-Day) Qualifier

**By Dan McCauley**

LIVINGSTON, TN, JUNE 6

"It's survival, man," were the words of Suzuki and Dunlop sponsored Frank Stacy after conquering the elements and the competition to take overall honors in the final round of the Two-Day Qualifier Series.

Only ten of the 121 riders entered in the event completed the first day course of 190 miles. Heavy rains began on Friday evening and continued throughout Saturday. Mike Binkley of the organizing club, Cross Country Enterprises, said before the event, "We want our run to be tough like day three or four at last year's ISDE in France. Too many riders go to Six Days not knowing what to really expect."

Various adjustments were made before the start of day one which included cutting out some potentially tough and dangerous sections. In addition, the time schedule used was the slowest. However, the time allotted between some of the checks was still unrealistic, particularly under such wet conditions. A number of sections had speed averages greater than 40 mph.

"It's asinine," said Suzuki's John Morgan in reference to the trail pace.

The Last Chance was forced to conclude after a single disastrous first day. To that point it was a true test of man, machine and luck.

"The water's really bad," said Stacy after managing to lose only eight minutes on the trail aboard his Drew Smith-prepared Suzuki PE250. "I couldn't go the pace and realistically hope to make it." Stacy clocked in the quickest time in the two special tests and the acceleration test.

Husqvarna rider Rusty Reynaud and Yamaha-mounted John Fero were the only other finishers besides Stacy in the 250cc Intent class.

"This is harder than Europe," said Fero. "It really reminds me of day five in (1977) Czechoslovakia."

The second best score was posted by 175cc Intent class winner Mike Rosso. A Suzuki teammate of Stacy, Rosso was a distant 1041 points -- nearly 17 minutes -- off the winning pace (2956.5 to 1915.5) of Stacy. Rosso dropped only 23 minutes on the trail riding his one-off Full Floater. "This is disappointing," said Rosso, "because a lot of guys counted on this event to help them qualify."

Vic Ely placed second to Rosso in the 175cc fray on a Gene Burgess/Mark Dodd-prepared Kawasaki KDX. Ely was the sole Kawasaki rider to make it to the final check. "I'm just glad to be alive," said Ely. He had beaten Rosso by 43 points (seconds) in the first special test, but then became a victim of brake and chain problems.

Yamaha support rider Terry Seales hung in to finish third in the 175cc class. He too was "glad to finish."

KTM pilot Kevin LaVoie received the Open Intent win after Team Husqvarna's Terry Cunningham unknowingly made a very costly error. Cunningham limped his 430 to within yards of the final check before impound, stopped and began extensive maintenance in order to prepare for day two. Cunningham replaced rear brake shoes, both sprockets, the chain and made other adjustments before clocking into the check 59 minutes into his hour.

LaVoie gambled and had gone straight through the check and into impound without taking time to work on his machine. When the second day was canceled Cunningham's hopes of winning the class were washed away.

One other problem also arose during the run. The clocks at the eighth check were 20 minutes off causing many riders to believe they had already houred out when in fact they still had a bit of time in hand. The check was thrown out, but the damage had been done.

Rod Bush, riding in the 125cc Intent class, half jokingly asked before the start, "Which is better, the back stroke or free style?" KTM-mounted Bush swam into the first gas stop where he ended his ride.

Alan Zitta held a steady pace throughout the day and was the only 125cc rider to finish. After impounding his bike Zitta looked up at the sky and murmured, "Jesus loves me."

The only non-intent rider to finish was Suzuki's Randy Martin. Martin, riding in the 250cc A class, turned in an excellent ride which produced the third best score of the finishers. "I think the ticket to finishing was just to stay on top of the bike," said Martin.

There were so many hard luck stories at the Last Chance it would be impossible to list them all. However, Bob Rutten's was one of the most memorable. Rutten piled his bike in his van and traveled from California to Tennessee only to have his Maico succumb to mechanical ills. With two good rides, Rutten needed one more to give him a shot at qualifying for the ISDE. A dejected Rutten did not look forward to the long trip back to California. •

**Results**

125cc INTENT
GOLD: Alan Zitta (KTM) 5533.5.
175cc INTENT
GOLD: Mike Rosso (Suz) 2956.5.
BRONZE: 1. Vic Ely (Kaw) 4487.5; 2. Terry Seales (Yam) 5446.
250cc INTENT
GOLD: Frank Stacy (Suz) 1915.5.
BRONZE: 1. Rusty Reynaud (Hus) 4295.5; 2. John Fero (Yam) 4309.5.
OPEN INTENT
GOLD: 1. Kevin LaVoie (KTM) 5092.5; 2. Terry Cunningham (Hus) 5487.
250cc A
GOLD: Randy Martin (Suz) 3044.5.


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# SPEEDWAY WEEK

## Faria and Harlan Bast, Jr. share the honors at Auburn

**By Jann Houston**

AUBURN, CA, JUNE 5

It was the hottest night of the year, over 100°, as the third week of northern California speedway got underway in Auburn.

Controversy flaired in the fourth Scratch heat when Referee Truman Bailey allowed Ron McGill and Tom Ferris to restart after jumping the green flag, which was being used due to a malfunctioning starting gate.

This incident laid the foundation to the real flair-up of the evening. Dave Faria, obviously protesting the McGill-Ferris incident, got a big head start in his Scratch semi event. The race was red-flagged for a restart with Faria ordered to the pits.

Faria, who's temper rose a degree or two above that of the hot night air, parked his bike on the starting line, and *refused* to leave the track! After a short while, his brother Mike, proving to be the number one that he is, came on the track and convinced him to leave. Right or wrong, it was not the way to prove a point. As a result of his actions, the referee suspended Dave's AMA speedway license for one year.

In the Handicap main, Harlan Bast, Jr., riding in Division One for the first time, jumped into the lead with Joe Leduc second and Ron McGill third. On lap four, McGill took Leduc on the outside to move into second position. As the thrills continued, Duane Yarrow, riding off the 50-yard line, got past Leduc for third, but it was Bast lookin' good as he took the checkered flag, the perfect end to his first night in Division One, having already won his heat and semi events. There is no doubt about it, Harlan Bast, Jr. was ready for Division One.

In the Scratch main, Mike Faria, back from placing eighth in the World Qualifier at the Los Angeles Colesium, got the holeshot out of the gate from position two and held it as Eddie Ingels left him no room for error. Positions in the fast race never changed as Faria won, Ingels took second by a tire length, Bert Stephens got third with Tom Ferris fourth.

In the Division Two main, Mike McDonald took the lead with Craig Elstins a close second. Elstins went down on lap three, allowing Mark Dragony to move into second. McDonald took the win with Dragony second, Doyle Jester third.

### Results

SCRATCH MAIN: 1. Mike Faria; 2. Eddie Ingels; 3. Bert Stephens; 4. Tom Ferris.

HANDICAP MAIN: 1. Harlan Bast, Jr.; 2. Ron McGill; 3. Duane Yarrow; 4. Bert Stephens; 5. Joe Leduc; 6. Ron Long.

DIV TWO MAIN: 1. Mike McDonald; 2. Mark Dragony; 3. Doyle Jester.

DIV THREE MAIN: 1. Robert Curry; 2. Curt Miller; 3. Jack Forseth.

JR MAIN: 1. John Houston, Jr.; 2. Bart Bast; 3. Bobby Hedden.

## Adamo wins Taft Track Championship

**By Bill Locey**

TAFT, CA, JUNE 6

Frank Adamo won four out of five of his Scratch rides to end up with 14 points — good enough to take the 1981 Taft Track Championship before an appreciative standing-room-only crowd at the Franklin Field Arena. Adamo ended up in the winner's circle five times in seven tries during the abbreviated racing season on his home track.

But it wasn't all that easy. After three full rounds, the outcome was still very much in doubt. Adamo had a Bo-Derek-minus-one (9) after narrowly defeating John Foster and Bobby McLain. Bert Stephens, who lost to local Randy Griffith, had eight points along with McLain. Foster was still close with seven.

In Event 13, Chris Hedge started on the pole with "The Taft Tornado" — Grant Salyers — beside him, and Adamo in his favorite starting position, lane three. the tapes flew up, and Hedge beat everyone to turn one as well as to the checkered flag four laps later, handing second-place Adamo his only loss.

In Event 14, McLain was outgated by Foster and trailed around turn two. Trying to pass on the outside, McLain caught Foster's rear wheel and went over the handlebars, crashing hard. Eventually, McLain exited under his own power — albeit shakily — and was thus history for the night. On the restart, Foster, off the pole, defeated Stephens.

The last race on the program gave Stephens a chance to tie Adamo for the lead. Numerous spectacular but injury-free crashes led to three restarts, all of which ended the same — Adamo first and Stephens a few lengths behind. Bert ended up second overall with 12 points.

Novice D-1 rider elsewhere, but a star in Taft, Hedge crashed on his first ride, good enough for last place and no points. Hedge came back strong, however, earning 11 points out of a possible dozen. In a runoff for third that took three restarts, local Randy Griffith managed to stay up long enough to lose to Hedge.

The final event of the night featured Adamo versus Salyers in a best of three match race. As an extra incentive, the crowd put up $371 in cash for the winner — $250 less than last year — but good bread nonetheless. Salyers, the Taft promoter, failed to win a main event all year, but defeated Adamo in the third and deciding two-lapper to earn the cash.

Central Valley speedway racing continues on Saturday nights at Carruthers.

### Results

1. Frank Adamo (14); 2. Bert Stephens (12); 3. Chris Hedge (11)*; 4. Randy Griffith (11); 5. John Foster (10); 6. Steve Miller (8); 7. Bobby McLain (8); 8. Grant Salyers (7); 9. Dennis Allsworth (6); 10. Dave Cox (5); 11. Guy Ermolenko (5); 12. Dave Wendlandt (4); 13. Mike Coniglio (4); 14. Mike Heath (3); 15. Don Warren (3); 16. Kal Vaughn (2); 17. Bob Pfetzing (2); 18. Gene Conners (2); 19. Perry Peterson (0).

MATCH RACE: 1. Salyers def. Adamo 2 of 3.

*won runoff for third.

## Ingels and Ferris thrill fans at Napa

**By Jann Houston**

NAPA, CA, JUNE 6

It was week number two at Napa, with cold ski jacket and blanket weather, but the excitement of speedway action took the chill off the air.

In the Scratch main, Eddie Ingels got a fantastic start from position two, as "Flyin' Mike" Faria came off the wall. By turn two on lap one, it was a side-by-side battle, as Eddie held the pole in what can only be called a perfect exhibition of speedway. He knew all Faria needed was one small mistake, a mistake which never came. Faria went just a little wide in turn four on lap four, giving Ingels a clear shot for the checkered flag. Faria was second, Duane Yarrow third and Marc Prince fourth.

This race was an example of why Ingels, who finished third in point standings in the 1980 season, is currently leading in points for 1981. Mike Faria, who has been number one for the past several years, and Duane Yarrow, who is number two, have some competition this season.

After a restart in the Handicap main when Marc Prince decided to get a little head start, John Volk took the lead with Tom Ferris second. Volk went wide in turn three on lap two which was all Ferris needed to take the lead as Duane Yarrow moved into second within inches of Ferris. Volk dropped to fourth with Mike Faria moving into third. The positions never changed as the race continued. Ferris held the pole and took the win in a photo finish with Yarrow. Faria was third, Ingels fourth. What a race!

In Division Two, I hesitate to call it a race. Harlan Bast, Jr. (who just the evening before at Auburn swept the Division One Handicap portion of the program) was, for a reason yet unexplained, placed in Division Two! There was plenty of room on the Division One side of the program; in fact another Division Two rider was moved up for the evening, leaving Bast in Division Two.

Oh, well, back to the "race." With Bast at least a straightaway ahead of the remaining four, it was Pat Linn battling Bill Thomas, Dan Sweeton and Mark Dragony, as he moved from fifth position on lap two to take second by lap five. Thomas was third and Sweeton fourth. Hopefully, Bast will be in Division One by next week, and we will have an exciting Division Two main.

### Results

SCRATCH MAIN: 1. Eddie Ingels; 2. Mike Faria; 3. Duane Yarrow; 4. Marc Prince.

HANDICAP MAIN: 1. Tom Ferris; 2. Duane Yarrow; 3. Eddie Ingels; 4. Mike Faria; 5. Marc Prince; 6. John Volk.

DIV. TWO MAIN: 1. Harlan Bast, Jr.; 2. Pat Linn; 3. Bill Thomas.

DIV. THREE MAIN: 1. Curt Miller; 2. Dave Fonts; 3. Elmer McCleary.

JR MAIN: 1. Bart Bast; 2. Mike Parsons; 3. Coors Wright.

## Foster and Sims speedy at Costa Mesa

**By Ken Kellogg**

COSTA MESA, CA, JUNE 12

With last week's near-record breaking 16 restarts, this week had to have fewer. It did; there were only a couple of mishaps at the Orange County Fairgrounds. Unfortunately in one of them, a rider was injured. Dubb Ferrell's condition at the time of this writing was not known.

The feature match race was supposed to feature Ferrell and Dave DeTemple so Lance King was asked to fill the open spot. Lance accepted and the race was off with a new announcer for the half time event: "Lean" Gene, the dancing machine. Bruce Flanders, you have nothing to worry about. The two-lap event went four laps for some pre-planned reason with 17-year-old King coming out on top.

In the Third Division main event, Bently Barrett was first going into turn one with Tim McCasland. Barbon Bibee and John Gant following. By lap three, Barrett was alone in first place. McCasland held onto second and Gant moved into third. In turn four of the last lap, Gant made his final bid for second but was unsuccessful by only inches.

Some of the best Second Division riders in speedway were in this main event. Bob Pfetzing, Shane Hawley, Chris Hedge and Keith Larsen are all 30-yard-line riders and occasionally ride First Division. This race proved to be a good one.

Hedge was first in turn one with Victor Robledo second. Robledo went down and Hawley did a nice job of laying it down to avoid making tracks on Robledo's helmet. The race was restarted, and all riders were allowed back in because it was only the first lap. On the restart, Guy Ermolenko was in turn one first with Hawley but second place place, by turn three, but in turn four he went down. Larsen took third on lap three. In the last turn, Hedge went from third to first and stoled the win from Ermolenko with Larsen third. This was Hedge's second main event win in a row at Costa Mesa.

The First Division Handicap main saw John Foster take the lead in turn one and ride the entire race in first place. John held off a field of top riders to take the win. Bobby McLain took second. Craig Scheafer worked his way through traffic to move up on the leaders. On the last lap, he took third from Kurt Strommer.

The Scratch main, as usual at Costa Mesa speedway, was a matchup of only the best. In lane one — Dave Sims, lane two —Dave DeTemple, in land three — Mike Bast, and far outside in lane four — the Canadian National Champion Gary Ford. Both Sims and DeTemple were in first in turn one followed by Bast and Ford. Sims took the lead soildly on lap two. On lap three, Bast moved into second, moving DeTemple to third with Ford still fourth. On the last lap, Sims was still alone in first, Bast second and now Ford went into third and that's how they finished the night.

### Results

SCRATCH MAIN: 1. Dave Sims; 2. Mike Bast; 3. Gary Ford; 4. Dave DeTemple.

HANDICAP MAIN: 1. John Foster; 2. Bobby McLain; 3. Craig Schaefer; 4. Kurt Strommer.

SECOND DIV: 1. Chris Hedge; 2. Guy Ermolenko; 3. Keith Larsen.

THIRD DIV: 1. Bently Barrett; 2. Tim McCasland; 3. John Gant.

## Christian cruises for three at IMS

**By Scott Daloisio**

SAN BERNARDINO, CA, JUNE 10

Alan "Crazy" Christian, aboard the STP Jawa, made it three Scratch main victories in his last four outings at John La Douceur's Inland Motorcycle Speedway Wednesday night.

John Sandona on the Rialto Truck Parts Jawa took the lead from the pole position for the second week in a row over Christian, Michael Bast on the Justice Brothers Jawa and Mike Curoso on the KEZY Weslake. Christian, who started in the number three slot, swung wide coming out of turn four on the opening lap and took the lead from Sandona as they crossed the line at the end of the lap. Sandona, using the inside, pulled even in turn two on the second lap with Christian moving out on the back chute to take the lead for keeps. Bast moved up to challenge Sandona for the runner-up spot on the final lap with Sandona taking the

number two spot at the line by inches. Curoso took the wrap-up spot.

Shane Hawley on the Frog House Weslake led wire to wire to record his first IMS Handicap victory of the season. Hawley took the lead on the start from fellow 10-yard-line starter Moose Kennedy, also aboard a Weslake. Gary Ford took the second spot from Kennedy on lap two. Ford put the pressure on Hawley but was unable to catch the high-flying youngster. Kennedy did a fine job of holding off Dubb Ferrell over the final three laps for third. Ferrell tried the inside groove, but Kennedy was there to shut the door at every corner. Following Hawley, Ford, Kennedy and Ferrell were Jim Fishback and Steve Lucero.

Ron Blanton, from the zero, led the entire distance to record the victory in the Second Division main. Blanton got the lead at the gate over Craig DePhillippi and Andy Northrup. Rob Pfetzing, coming from the 30, immediately started his usual ride through the pack and took the number three spot from Northrup at the end of lap three. Pfetzing then took DePhillippi in turn two on the final lap for second. The chase was on with Pfetzing eating up the space between himself and leader Blanton down the back chute. Pfetzing caught the leader in turn three and slid inside him in the final corner. Coming down the front chute, Pfetzing pulled alongside Blanton but ran out of time, coming up a half wheel short for the second week in a row at starter Sid Sutton's checkered. DePhillippi ended up third over Jim Lawson, Northrup and Don Bovee.

Mike Mazzacane passed early leader Jay Bowen at the end of the first lap and went on to score an impressive victory in the Division Three main. Chris Hedge took the number two spot from Rick Miller on lap three with Miller then getting into a war with Bowen for third on the final lap. Miller came off the final corner quicker to beat Bowen for third. For the record, it was Mazzacane for the victory followed by Hedge, Miller, Bowen, Bentley, Barrett and Margo King.

Fourteen-year-old Jim Busby took the lead from little brother Dave on the final lap to record the victory in th Junior Speedway main. Dave Busby managed to hang on for second followed by Jordan Duncan, northern California's Steve Miller, Greg Hancock and Cameron Evans.

John Sandona finished second in the Match Race to his girlfriend Margo King. Margo only had to go four laps while Sandona had to run five. It ended up close with Margo taking the victory by five bike lengths. The loss was a damaging one for Sandona who will be washing dishes for the next two weeks and will have to treat King like a queen.

Bast came into the night leading the IMS points with 59. Christian and Dave DeTemple were tied for second with 45½. Bruce Penhall was fourth with 40 with Lance King fifth with 38½. ●

## Results

SCRATCH MAIN: 1. Alan Christian; 2. John Sandona; 3. Mike Bast; 4. Mike Curoso.

HANDICAP MAIN: 1. Shane Hawley; 2. Gary Ford; 3. Moose Kennedy; 4. Dubb Ferrell; 5. Jim Fishback; 6. Steve Lucero.

SECOND DIV: 1. Ron Blanton; 2. Rob Pfetzing; 3. Craig DePhillippi; 4. Jim Lawson; 5. Andy Northrup; 6. Don Bovee.

THIRD DIV: 1. Mike Mazzacane; 2. Chris Hedge; 3. Rick Miller; 4. Jay Bowen; 5. Bentley Barrett; 6. Margo King.

JR SPEEDWAY: 1. Jim Busby; 2. Dave Busby; 3. Jordan Duncan; 4. Steve Miller; 5. Greg Hancock; 6. Cameron Evans.

MATCH RACE: 1. Margo King; 2. John Sandona.


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| Mike Bell (Team Yamaha) | | Gerard Rond (KTM) | HOLLAND |
| Broc Glover (Team Yamaha) | | Jean-Jacques Bruno (Suzuki) | FRANCE |
| Marty Smith (Team Suzuki) | | Graham Noyce (Honda) | ENGLAND |
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Scott Burnworth took the CMC Saddleback 250cc Pros.

## Drury, Holley master AME moonlight MX

**By Laura Richard**

VALENCIA, CA, MAY 29

It was quite a night of racing at Indian Dunes, hosted by American Motocross Enterprises.

The first Pro race off the line was the 125s, with Simi Cycle Yamaha-mounted John Drury first to the first turn. Fellow Simi Cycle rider Jim Simons (Suz) was in hot pursuit of Drury, and International Yamaha's Steve Schmitz held third. Schmitz later took Simons for second, but there was no way Drury was going to give up the lead.

Round two saw Simons taking the checkered first with Drury a safe second over Cycle Products West Suzuki rider Perry Cendro. Drury was the overall winner with Simons second. Cendro's 5-3 placed him third.

When the 250cc Pros blasted off the line for their first moto, Bob Kline and his Dick Allen/Kal-Gard Yamaha assumed the point position, with Yamaha's Jim Holley and O'Neal Suzuki rider Ken Zahrt running 2-3. Holley pressured Kline for a shot at the lead, but Kline held him off and took the first moto win.

Kline pulled a repeat holeshot in the second round with Holley again right on his tail. Holley again kept the pressure on and this time he was successful, passing Kline and taking the overall win. Third in the standings went to Kolbe Can-Am pilot Steve Rawson and his 5-4 tally.

It was back to back wins in the Open Pro class for Foothill Yamaha's Joe Root as he led holeshot to checkered flag in both motos. Second went to O'Neal Yamaha rider Doug Lawrence and third was taken by Rob Martindale (Phil's Cycle Shop Mai).

### Results

125 PRO: 1. John Drury (Yam); 2. Jim Simons (Suz); 3. Perry Cendro (Suz).
250 PRO: 1. Jim Holley (Yam); 2. Bob Kline (Yam); 3. Steve Rawson (C-A).
500 PRO: 1. Joe Root (Yam); 2. Doug Lawrence (Yam); 3. Rob Martindale (Mai).
100 INT: 1. Rick Houghtaling (Suz).
125 INT: 1. Chris Morton (Suz); 2. Rob Mansfield (Yam); 3. Darin Hargis (KTM).
250 INT: 1. Eric Silgero (Suz); 2. Zoli Meszaros (Yam); 3. Andy Richard (Yam),
500 INT: 1. Eric Dattola (Yam); 2. Rocky Hash (Yam); 3. Don Durrer (Yam).
100 JR: 1. Jim Spotts (Suz); 2. Richie James (Suz); 3. Richard Lloyd (Suz).
125 JR DIV I: 1. Ed Hall (Suz); 2. Ron Stewart (Hon); 3. Sammy Avoian (Suz).
125 JR DIV II: 1. Greg Broome (Yam); 2. Al Banuelos (Yam); 3. Daryl Goulet (Suz).
250 JR: 1. Danny Lasson (Hon); 2. Jim Volantis (Hon); 3. Brett Cavanah (Yam).
500 JR: 1. Mike Watson (Yam); 2. Brian Gardner (Yam); 3. John Nolind (Mai).
125 BEG: 1. Greg Benton (Suz); 2. David Antillion (Yam); 3. Joe Galati (Suz).
ODYSSEY CLASS II: 1. William Eveland (Hon).
83 EX: 1. Steve Van Duzen (Yam).
83 INT: 1. Mouse McCoy (Yam); 2. Tony Alessi (Yam); 3. Kyle Lewis (Yam).
83 JR: 1. Guy Giffin (Yam); 2. Mike Koeman (Suz); 3. Tony Tena (Suz).
61 INT: 1. Danny Lamb (Yam); 2. Steve Kotajarvi (Yam).
61 JR: 1. Mark McDonald (Yam).
XR-75: 1. Ken Zahrt (Hon); 2. Krabs Krull (Hon); 3. Buckwheat Lange (Hon).

## Minis swarm at IRA Arroyo MX

**By Terry Rezek**

SAN BERNARDINO, CA, JUNE 7

Some of the Pros who normally dominate the Arroyo track were absent today but the racing was still as hot as the temperature. The Minis were out in force, probably sharpening up for the NMA qualifier which was to be held at the Arroyo facility June 14. The Over the Hill Gang also had a good turnout, proving once again that it is still possible to have a good time while you're racing.

Things really started buzzing when the second race of the day got underway. This was the 80cc Stock Beginners and all the 60s. When these track termites began swarming, you knew that the future of racing was in good hands — small but good! The fastest of those small hands belonged to John Howell, riding a Rustan's Yamaha. About 10 seconds after the start, the other 60s knew that trying to catch Howell would be like picking up watermelon seeds with soapy hands. He squirted to the lead of the 60s in both motos and slipped past about half of the earlier starting 80s by moto end. Of those 80s, John Hastings made an early bid for the lead by shooting out of the middle of the pack to get through the first turn first. He was only able to maintain that lead for one lap before Steven Gamble elbowed his way to the lead and, once there, would not relinquish it to the repeatedly attacking Hastings. Moto one finished with Gamble in first, Hastings second and Jason Coolbough in third.

Moto two had a new contender for fastest off the line as Kenny Collier hit the top of the starting hill first, but by the time the pack hit the scoring area about 300 meters later, Coolbough was in the lead and looking for air. Gamble got a mediocre start and had to work to get second by the end of lap one. That was not good enough and by the end of lap two, Gamble was in first to stay. Hastings worked his way to third by moto's end to get second overall for the day behind Gamble.

The 80cc parade continued into the next event. The two Expert/Pro riders showed why they had that classification when Jason Rincon put his super quick Kawasaki first off the start and Larry Brooks used his great natural talent and his CRF Yamaha to fight past Rincon and streak in for the win. Intermediate Jason Prater was clearly looking for a higher classification in the Pros to take first in his class for this moto.

Moto two was Brooks' ball game; he led from gate to flag, looking back only occasionally to be sure there was still someone on the track with him. There were plenty of people back in second. Bill Surratt was there right off the line and through the first complete lap when Prater moved up to take second away from him and hold that position to the end. Rincon came in on lap three to hold third briefly but Surrat got back in there to finish the moto in third behind Brooks and Prater. Only slightly further back, Novice Roger Ebling rode another Rincon Kawasaki to two moto wins to take first in that class.

The next event pitted the Open and 250cc Intermediates. Mark Anderson (La Habra Yam) grabbed an early lead and held it to the halfway point. Mark Johnson (Southland Suz) dove under Anderson and came up for air in the lead. Anderson tried mightily to get it back, but ran out of moto.

When the gate dropped for moto two, Anderson snatched the lead immediately. From the first turn to the checkered flag, Anderson managed to stay just a tire's breath ahead of Johnson. With a better finish in the second moto, Anderson took the overall.

### Results

60 BEG: 1. Jason Collier (Yam); 2. Greg Wine (Yam); 3. Mike Wiese (Yam).
60 NOV: 1. John Howell (Yam); 2. Lenny Guyett (Yam); 3. Jason Jones (Suz).
60 INT: 1. Shane Sheffield (Yam); 2. Matt Foster (Yam).
80 STOCK BEG: 1. Steve Gamble (Yam); 2. John Hastings (Yam); 3. Jason Coolbough (Yam).
80 NOV: 1. Roger Ebling (Kaw); 2. Chris White (Hon); 3. Steve Skibel (Kaw).
80 INT: 1. Jason Prater (Yam); 2. Kenny Clifton (Yam); 3. Jeff Schaeffer (Yam).
80 PRO: 1. Larry Brooks (Yam); 2. Jason Rincon (Yam).
80 MOD BEG: 1. Anthony French (Yam); 2. Chris Cole (Suz); 3. Jason Coolbough (Yam).
80 NOV: 1. Joe Lozano (Yam); 2. Greg Armstrong (Kaw); 3. Kurt Strand (Yam).
80 INT: 1. Chris Cables (Yam); 2. Jason Prater (Yam); 3. Randy Maletta (Kaw).
80 PRO: 1. Jason Rincon (Kaw).
125 BEG: 1. Mike Chandler (Yam); 2. John Malcolm (Yam); 3. Robert Mathews (Yam).
125 NOV: 1. Scott Jeffers (Suz); 2. Randy Bailey (Yam); 3. Todd Lindsley (Suz).
125 INT: 1. Gary Bowman (Suz); 2. Gary Curtis (Suz); 3. Scott Grose (Suz).
125 PRO: 1. Craig Dale (Suz); 2. Mike Gosselaar (Yam).
250 BEG: 1. Todd Cunningham (Hon); 2. Ken Mayes (Yam); 3. Steve Okel (Hon).
250 NOV: 1. Rick Bronson (Yam); 2. Kenny Guyett (Yam); 3. Jeff Haas (Yam).
250 INT: 1. Mark Anderson (Yam); 2. Mark Johnson (Suz); 3. Jack Scott (Yam).
500cc BEG: 1. Randy Olson (Yam).
500 NOV: 1. Paul Shamblin (Yam); 2. Garrie Turcotte (Yam); 3. Mike Norris (Mai).
500 INT: 1. Gary Curtis (Suz); 2. Paul Huffman (KTM); 3. Dan Ayers (Yam).
500 PRO: 1. Bob Schulz (Yam); 2. Bill Keefe (Hus); 3. Troy Lee (Hus).
VET BEG: 1. Rick Campbell (Yam); 2. Tom Sawyer (Yam); 3. Ron Shooll (Mai).
VET NOV: 1. Chuck Sickler (Yam); 2. Bob Crandall (Mai); 3. Neil Fearing (C-A).
VET INT: 1. Gary Willison (Mai); 2. R.A. "Buzz" Moeller (Hus); 3. Jerry Jobe (Suz).
VET PRO: 1. Pat Murphy (Mai); 2. Joe Brown (Suz).

## Burnworth nearly wins two at CMC Saddleback

**By Mike Klinger**

ORANGE, CA, MAY 31

Team Yamaha's recent sensation, Scott Burnworth, almost pulled off two Professional class wins in this Continental Motosports Club motocross, one in the Open class and the other in the 250s. The only problem in the Open class was that Burnworth was using his 250cc machine. He was quickly disqualified for his efforts and that handed the first moto win to Micky Dymond (Yam). Burnworth did win the 250cc class rather easily with Bob Marino (Yam) taking charge of the Open class and Dymond the 125s.

Dymond led Burnworth for several laps in moto one of the Open Pros but it was just in time that Burnworth would begin to pull the field. By lap seven Burnworth had a stable lead and Marino was only one bike from Dymond for second. Burnworth won for a moment but his disqualification gave the win to Dymond with Marino second and Maico-mounted Dale Lewis third.

In moto two Burnworth was unable to compete so the dueling was between Marino and Dymond for the overall. Marino took the lead right off the gate and led for 14 laps. No rider could get close, so Marino's 2-1 score was good enough for the overall with Dymond (1-2) placing second. Lewis (3-3) was third.

The 250cc Pro division was all Burnworth, though DG Honda-mounted Jim Tarantino gave Burnworth a slight run for his money. In moto one Burnworth took charge of the the 14-lap event, mounting up a 14-second lead over Tarantino by lap 10. Tim Lunde (Yam) held onto third with Norman Nilsson (Yam) and Ted Hoyt (Yam) trying desperately to gain a position. The moto ended with no really drastic position changes. Burnworth won easily with Tarantino second over Lunde, Nilsson and Hoyt.

In moto two Burnworth turned in another impressive ride to give him the points for the overall. Tarantino again pushed Burnworth the entire moto but to no avail. Tarantino finished second overall with Lunde, Hoyt and Nilsson making up the top five overall.

Micky Dymond has the Saddleback track pretty well wired. His double wins in the 125cc Pro class awarded him the overall honors. Moto one had some position swapping in the early laps. Dymond took the lead on lap two after the early leader, Jon Faure (Hon) bailed with a good lead. Vince McMahan (Kaw) shot by Rubin Torres (Suz) on lap four for second place and these two riders pecked at each other for the entire race. Bob Green (Suz) made a mad charge for some points after a last place start, moving his way up to finish fourth. Dymond won easily with McMahan second then Torres and Green.

Dymond did it again in moto two which gave him the overall. A good ride for Torres over McMahan gave him second overall after switching positions the entire race. McMahan was third overall with Green fourth.

### Results

60cc JR: 1. J. Howell (Yam); 2. M. Foster (Yam).
MINI JR: 1. K. Strand (Yam); 2. W. Bone; 3. T. Alessi (Yam).
MINI INT: 1. R. Maleita (Kaw); 2. D. Hovis (Yam); 3. M. Knapp (Yam).
100cc JR: 1. G. Gest (Suz); 2. R. Moerke (Suz).
125cc JR: 1. M. Herrle (Yam); 2. D. Eynon (Yam); 3. P. Colston (Kaw).
250cc JR: 1. R. Wedner (Yam); 2. S. Weidler (Hon); 3. G. Renko (Kaw).
500cc JR: 1. A. Gersjes (Kaw); 2. R. Minten (Mai); 3. R. Falcon (Yam).
125cc INT: 1. J. VanCamp (Yam); 2. D. Myron (Suz); 3. B. Beardsley (Yam).
250cc INT: 1. F. Nichols (Kaw); 2. R. Hannah (Suz); 3. J. Lucas (Yam).
500cc INT: 1. R. Mannschreck (Yam); 2. M. Bastionell (Mai); 3. J. Roy (Mai).
OVER 30: 1. J. Beltinck (Mai); 2. M. Bastionell (Mai); 3. G. Thomas (Mai).
125cc PRO: 1. M. Dymond (Yam); 2. R. Torres (Suz); 3. V. McMahan (Kaw).
250cc PRO: 1. S. Burnworth (Yam); 2. J. Tarantino (Hon); 3. T. Lunde (Yam).
500cc PRO: 1. R. Marino (Yam); 2. M. Dymond (Yam); 3. D. Lewis (Mai).

## Rodgers tops Corona MX

**By Ron Lawson**

CORONA, CA, JUNE 5

It was a close race in Corona's 125cc Pro class last week, with

four riders equally capable of winning the race. Riverside Suzuki rider Rick Rodgers led the parade through the first four laps of moto one. Then both Harley Hall (Town and Country Suz) and Chris Swank (Donne's Suzuki) displaced Rodgers with Hall taking up the front position. Rodgers retook second place on the next lap when Swank bobbled, and Warren Bell managed to move into third. The race remained tight all the way in, but Hall took the win with Rodgers second ahead of Bell, Varney Holbrook (Hon) and Swank.

Round two had Bell jump into the lead, but he fell on the second lap and handed it to Swank. Swank managed to pull a small lead in the next three laps over Rodgers, but then he threw it all away when he pulled off the track with bike trouble. He pulled back on several seconds later, but back in fifth place. Rodgers was in control by that time, and he remained in front until the checkered flag came out. Holbrook hung in there for a solid second ahead of Bell. Hall was on the DNF list for round two.

Eric MacCracken again took his Malcolm Smith Yamaha to the top of the 250cc Pro class, this time with much less trouble than usual. His first moto win was so easy that he decided to wait on the line while he gave everyone else in the second round a head start. The only rider who was able to hold off MacCracken for more than a few seconds was John Mazzacane (Kaw). But in a few laps the race was all over with MacCracken in front to stay. Mazzacane did a good job of staying with the Yamaha rider for most of the race, but in the end he was a distant second ahead of Roger Hensley (Suz).

The two biggest races of the night were the 125cc Beginner divisions. Division one was taken by Billy Oldham (Kaw) after splitting wins with Jason Acosta (Kaw). The first round went like clockwork for Acosta, who led every lap. But Mike Medlin (Suz) held the second moto lead for four laps before Acosta could find a way into the lead. Then Acosta went down and the top spot went to Oldham. Overall, it was Oldham, Scott McKey and Tom Brown.

John Stroud (Suz) took both motos of Division two with Ross Deltorre (Yam) second over Andy Stewart (Yam).

## Results

MINI BEG: 1. Bob Guajardo (Suz); 2. Mike Fitzgerald (Hon); 3. Steve Tucker (Yam).
MINI BEG: 1. Keith Harris (Kaw); 2. Salvador Garia (Kaw); 3. Mark Blood (Yam).
MINI NOV: 1. Roger Ebling (Kaw); 2. Eric Sackett (Yam); 3. Ronnie West (Kaw).
MINI INT: 1. Travis Roberson (Suz); 2. Jerry Reyes (Kaw); 3. Ted Butler (Suz).
100 BEG: 1. Paul Charon (Yam); 2. Scott Chrisinger (Yam); 3. Steve Tregea (Yam).
125 BEG: 1. Billy Oldham (Kaw); 2. Scott McKey; 3. Tom Brown (Yam).
125 BEG: 1. John Stroud (Suz); 2. Ross Deltorre (Yam); 3. Andy Stewart (Yam).
125 NOV: 1. John Piper (Suz); 2. Pat Burns (Yam); 3. Greg Groom (Yam).
125 INT: 1. Chris Fleming (Yam); 2. John Begin (Suz); 3. Steve West (Suz).
125 PRO: 1. Rick Rodgers (Suz); 2. Varney Holbrook (Hon); 3. Warren Bell (Suz).
250 BEG: 1. Ken Mayes (Yam); 2. Larry Cravens (Yam); 3. Roger Kokas (Hon).
250 NOV: 1. Roger Wineger (Hon); 2. Rick Hoffman (Hon); 3. Lane Lundahl (Suz).
250 INT: 1. Pat Schreffler (Hon); 2. Bill Scott (Yam); 3. Brandon Sneiderwine (Kaw).
250 PRO: 1. Eric MacCracken (Yam); 2. John Mazzacane (Kaw); 3. Jerry Hensley (Suz).
OPEN BEG: 1. Scott Pangburn (Yam); 2. Mark Brown (Hus); 3. Steven Willis (Yam).
OPEN NOV: 1. Jerry Whelcher (Suz); 2. Larry Wells (Suz); 3. Robert Wilkes (Yam).
OPEN INT: 1. Harvey Showalter (Suz); 2. Ron Lawson (Hon).
OPEN PRO: 1. Don Griewe (Hus); 2. Robert Tippit (Yam); 3. Dave Berger (Yam).

(Continued to page 54)


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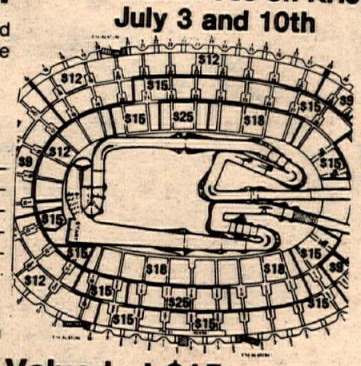

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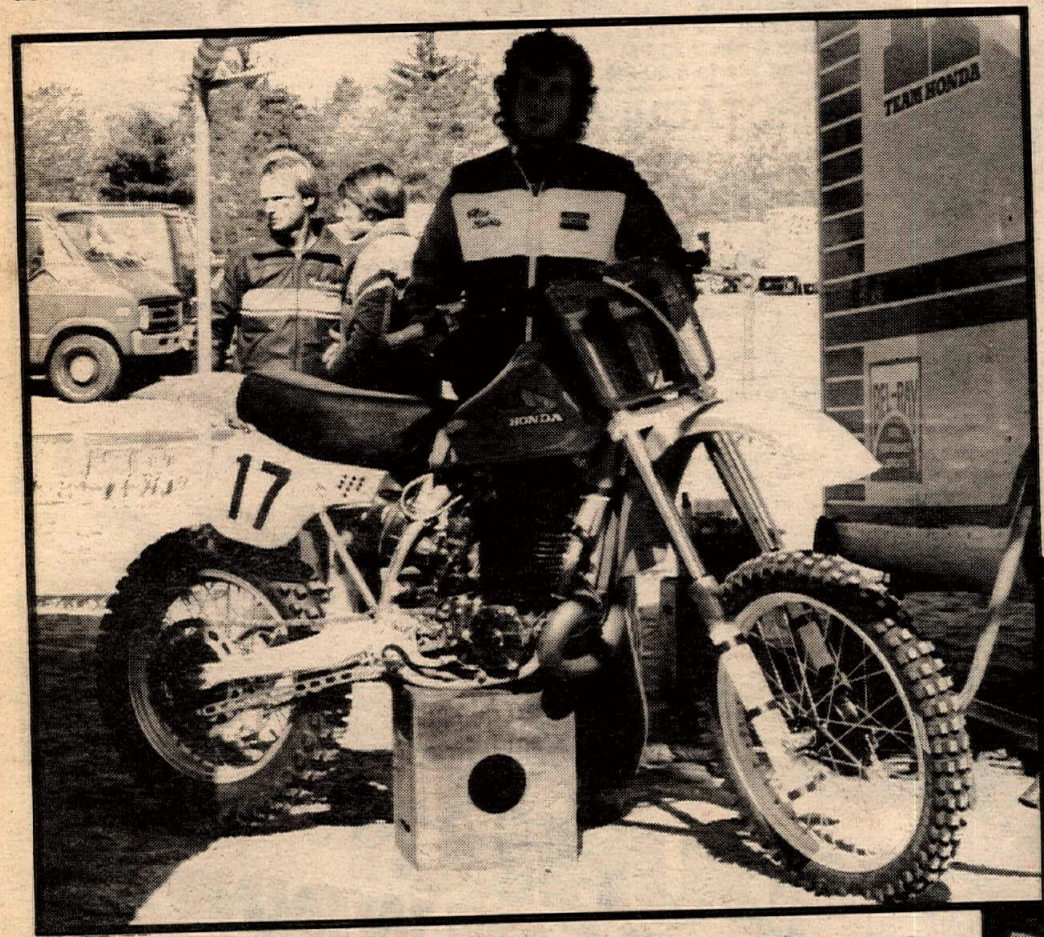
Mike Bell (left) and tuner Dave Osterman display Yamaha's OW51. It has four speeds, a 490cc engine, weighs approximately 217 pounds and uses the new Link 5 rear suspension. Twelve inches of travel is used front and rear. It has water-cooling provisions but will be air-cooled in the U.S.

Tuner Pat Alexander (left) and Marty Smith stood ov
than a stock RM, just quality travel," said Alexander.
stadium Supercross frame, a larger than stock gas ta




## Close-up

# Big bore creations for the 500cc National MXs

(Above) Tuner Chris Hanes exhibited Danny LaPorte's Honda RC500. Pro-Link rear suspension and the front fork assembly is kept at approximately 12 inches of travel. The seat, rear fender and number plate assembly can be pulled instantly by removing three bolts for quick Pro-Link adjustment. (Right) Alan King took a moment to pose by his Maico 490 Mega 2. It's factory ported with a special pipe, with Works Performance shocks offering 12.2 inches of travel. The front end also offers 12.2 inches travel. A magnesium clutch cover is added as are Meryl Pro Wheels and heavier than stock spokes.

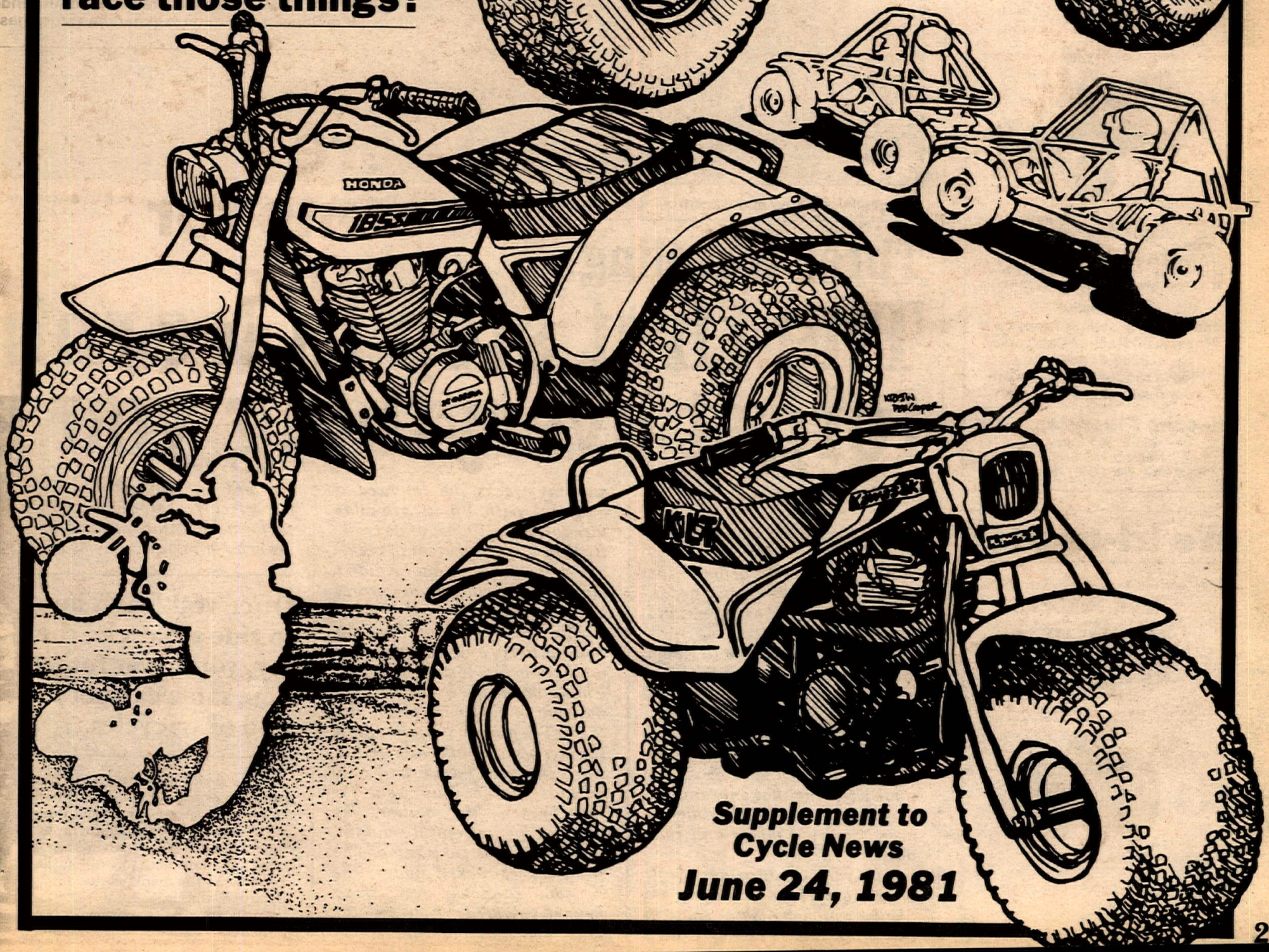
# ATV News

**Dunebogglers: How to ride a motorized tricycle in an oversized sandbox.**

**Little critters: What's available? Where? How much?**

**Add-ons, performance boosters and assorted paraphernalia**

**You're kidding! They race those things?**




**Supplement to Cycle News**
**June 24, 1981**

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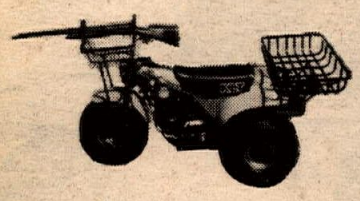

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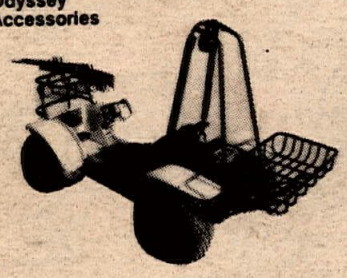

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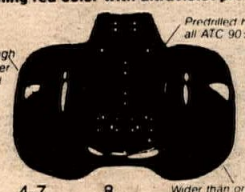

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Forget all you know about controlling a motorcycle in this situation. Then get spectacular! Craig Crippen demonstrates.

## Three-wheeling:

# The first step in learnin forget everything you k

By Charles Morey

*Skip was laughing. I was yanking whatever plant grows on sand dunes out from behind the Honda ATC250's brake pedal, from the handlebar levers and from between my teeth.*

*Once you learn how to ride a bicycle, they say, you never forget. The same cannot be said of tricycles.*

*My ATC was upside-down in a hole at the bottom of a medium-tall Pismo Beach sandpile. After some wrestling that only amused Skip further, I finally rolled it over, fired the motor and rode out.*

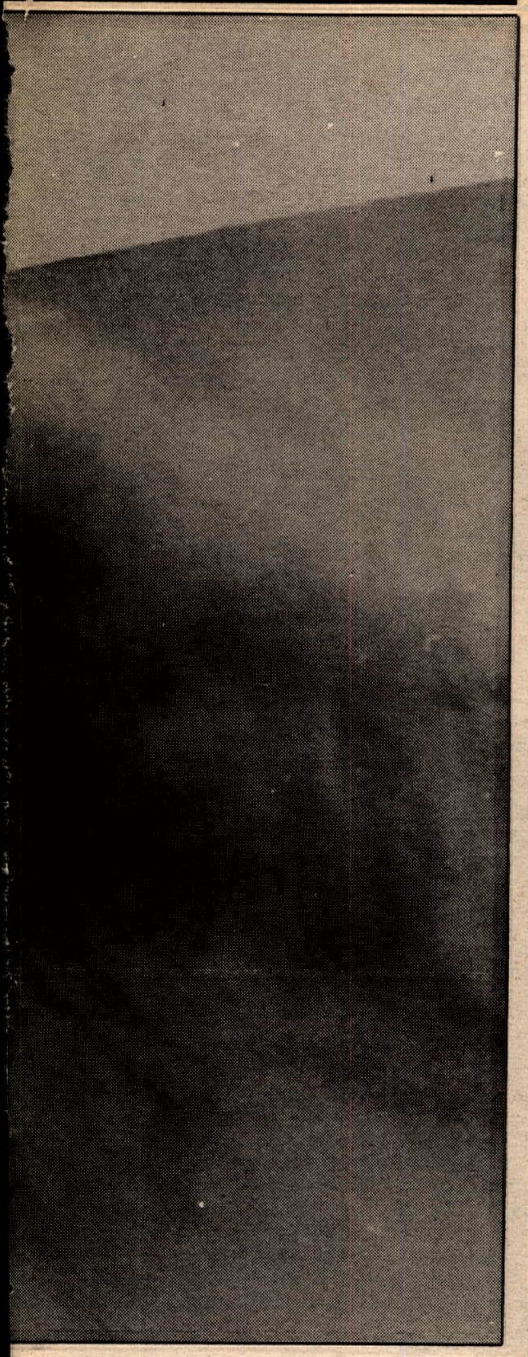
*As Craig Crippen and Scott Neal from Honda and my kid Shelly watched, Skip charged the same hill. Tracing Craig's and my tracks, he followed a diagonal path up its granular face to within 10 feet of its crest. By then it was apparent to everyone — even Skip — that he didn't have enough momentum to carry him over the top.*

*The standard move at this point is to try and turn the trike downhill before it stops and cartwheels down all by itself. Skip made it. A clever 110° turn had the ATC aimed straight down the steep sandbank, directly toward the hole I'd vacated only seconds earlier. Skip went for the brakes, the shifter; he dragged his feet, but it wouldn't slow down! He tried turning. The front wheel tucked under; the rear looped slowly over. Skip's helmet planted itself in the sand, neatly as a tent stake, and the ATC tumbled into the hole, a perfect repeat of my ATC's performance. Once again, laughter echoed in our valley of sand.*

**Once you learn how to ride a bicycle, they say, you never forget. The same cannot be said of tricycles.**

Pismo Beach is located four hours north of Los Angeles on the California coastline. Huge sweeping sand dunes, like ones you've seen in photographs of the Sahara Desert, curve and rise almost mountain-like voicing a silent challenge to the mere man on his tiny motorized tricycle.

An experienced three-wheeler is not impressed. He sees the imposing,



# g is to now

delicately-sculptured dunes as playthings: ramps to launch him and his machine to higher and higher levels of fun. They were made for him to enjoy, to ride their bowls like a circus daredevil, to issue his full-throttle challenge to unclimbable walls, to experience the sweet rush of freefall as he drops over the edge of a near-vertical 100-footer.

And it's joy without guilt. Within five minutes after his passing, the sea breeze will have swept his path clean in its perpetual moving of the mountains, several grains at a time. It's what we motorcycle trail riders know of our sport: that the bits of earth we disturb are insignificant compared to the natural erosion process that's been rearranging our planet's face for eons. At Pismo, it's reassuring to see the "big eraser" at work, constantly changing not only our traces but also whatever it is that the environmental extremists are naively trying to "save."

There is one catch to this three-wheeled fantasyland, however: Three-wheelers are not difficult to ride, but they're not motorcycles, either!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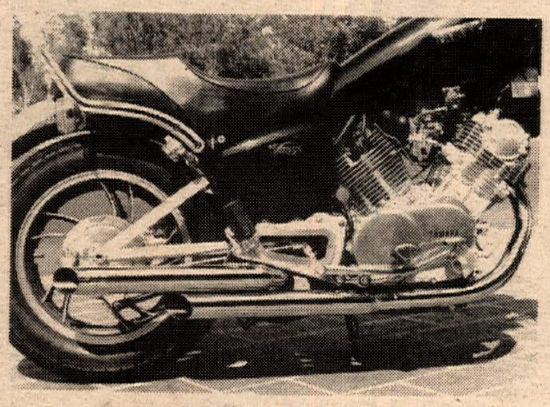

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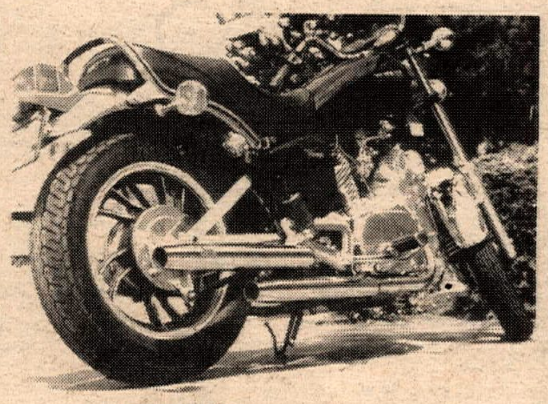

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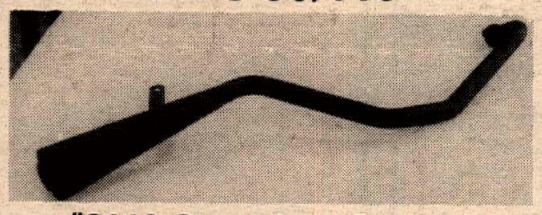

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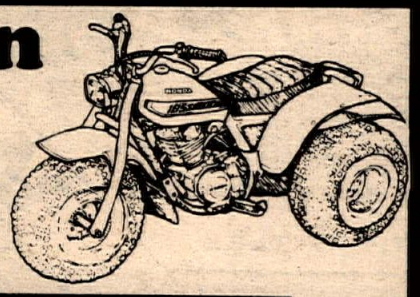

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# ATV News

**(Above) Just push that thumb-operated throttle, follow the curly-haired kid and you're part of a parade. (Right) 1-2-3 gone! Shallow ATV tire marks become a memory in a matter of seconds on the Pismo dunes.**

Take a skilled motorcyclist, magically lower him into the rider's seat of a moving three-wheeler, and you've created something that will be lots of fun to watch! For you, not him. Reactions that were hard-learned on motorcycle seats are entirely inappropriate for three-wheeled travel. Things that will save us from an embarrassing get-off in a panic situation while at the bars of a good dirt bike will do one of two things at the bars of a three-wheeler: (1) nothing, or (2) something funny for your buddies to observe.

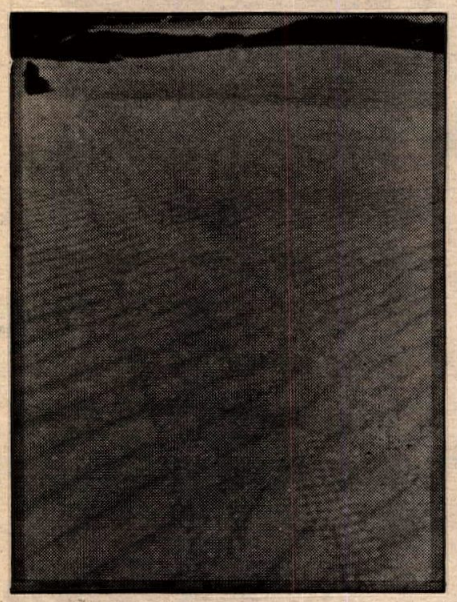
We learned this at Pismo.

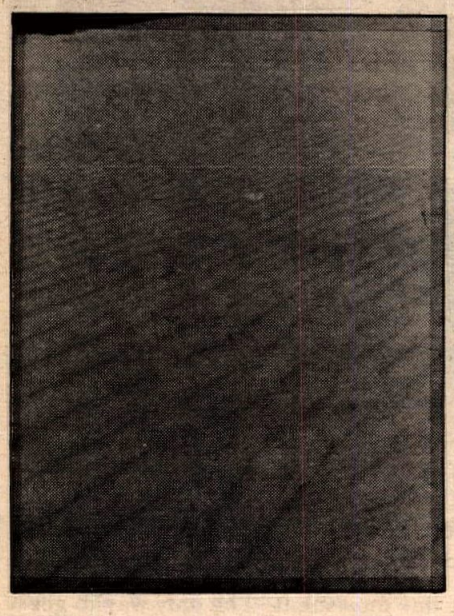
There are several basic differences in technique between riding a dirt bike and piloting a three-wheeler.

1. When making a turn with a three-wheeler, you must let the machine lean out, away from the direction of the turn, so that it lifts the inside rear wheel. That's because the rear axle (on all except the Kawasaki) of today's three-wheelers is solid. No differential effect. The fact that the rear wheels turn together gives the little rascals a very strong tendency toward straight-line movement. The only way to get it to turn is to let the centrifugal force tip it up on the two outside wheels.

2. Naturally, when you get the trike tilted up on the two outside wheels, it'll have another strong tendency: it'll want to tip over. The cure for this effect is to hang off the inside, Super-

**Take a skilled motorcyclist, magically lower him into the rider's seat of a moving three-wheeler, and you've created something that will be lots of fun to watch!**





bike-style, making a counterweight of yourself. Like a sidecar monkey.

3. But none of this action will do you any good unless you do one more important thing: turn the bars in the direction of the corner. You have to steer it. Remember, it's a tricycle, not a bike.

Steering was one of the hardest things for me to remember. A hundred times during the day, I'd have the ATC all cocked over on two wheels, dangling off the inside far enough to turn Wes Cooley green with envy... traveling in a straight line! Motorcyclists tend to forget that what won't lean, won't turn. And tricycles won't lean.

Of course, the hardest part is learning to coordinate all three things at once, plus adding the thumb-push throttle control and the rear-wheel-only brakes.

It's worth it, though. With only a little practice, three-wheeling can soon become your third most favorite thing to do. With a *lot* of practice, who knows? ●

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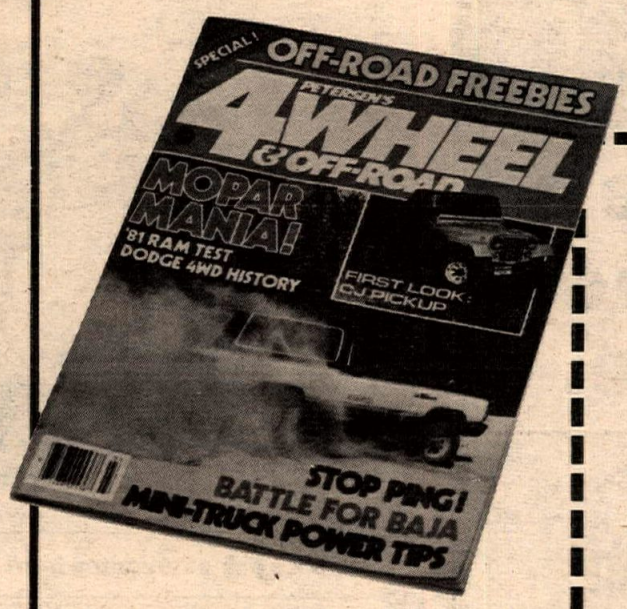


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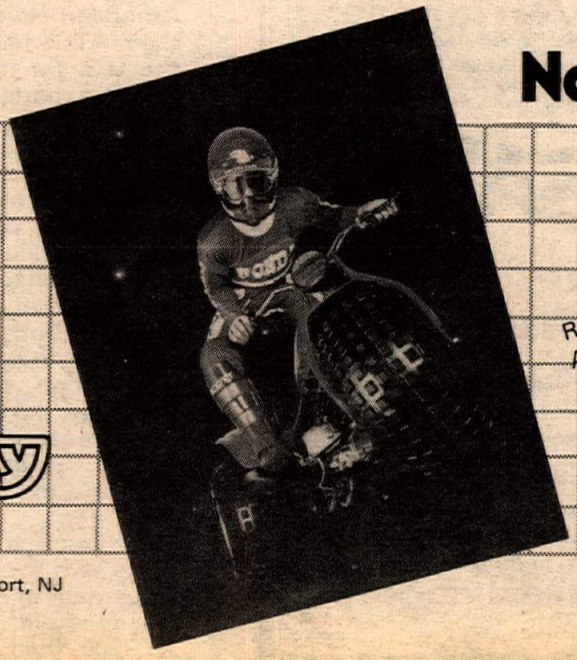

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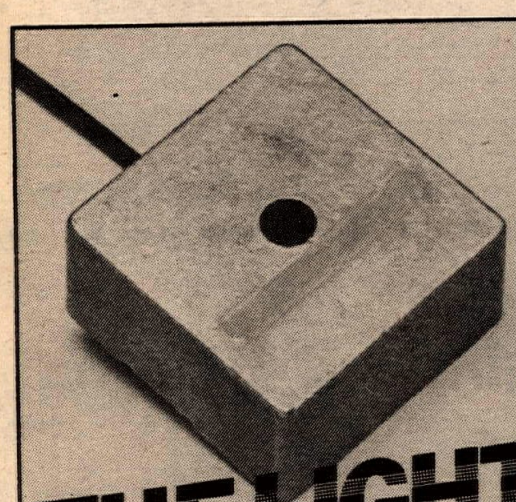

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VISA

Here's a pair of favorites from Honda, the race-winning ATC250 and the fun-fille

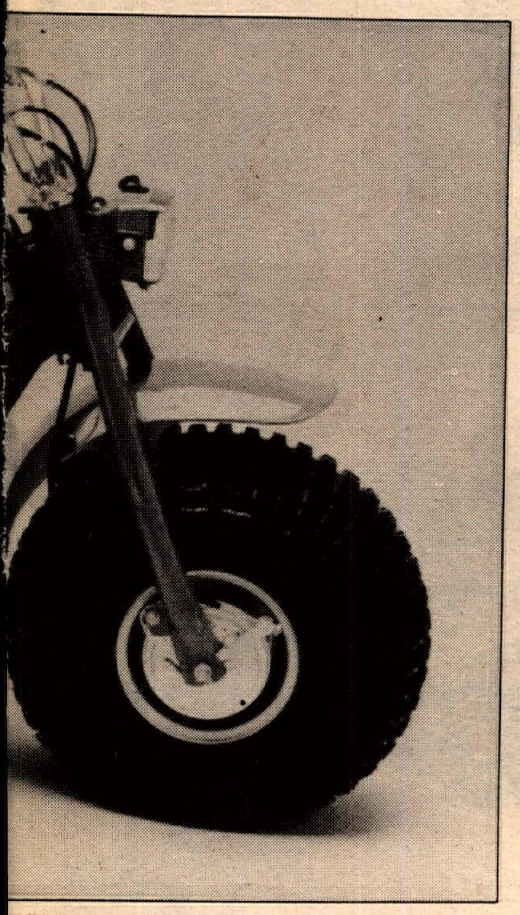
## Honda

American Honda has been selling their ATCs (All Terrain Cycles) in the U.S. for more than a decade. Their experience in equipment development and in marketing their products has made them the industry leader, both in the number of models in their line and in overall sales figures.

If your kids — of any age — or wife wants to join in on the fun, Honda offers an ATC70 and an ATC110. Both are mild-mannered, small in overall size and pure giggles on the trail or dunes. Naturally, the smaller trikes are the more reasonably-priced ones; the ATC70 carries a suggested list of $625 and the ATC110 is offered at $975.

Although it may seem odd to place two models within 15cc displacement of each other, as Honda has done with the ATC185 and the ATC200, their logic becomes clear when you realize ATCs are used not only for fun. Honda's ATC200 was developed as a utility vehicle, and thousands of them perform garden tractor and even pickup truck chores on the farms and in the factories of America every day. Where ever a single passenger vehicle with the pulling power of a small bulldozer and the reliability of two good mules is in demand, the sensibly-priced ATC200 ($1348) is a wise choice. The ATC185 will be the pick of any play rider except a full-on racer. Not that they don't race 185s; they certainly do. But in stock form, the ATC185 will whisk the rider across the sand as fast as he needs to go short of open class sand drag competition. ATC 185s cost $1,198.

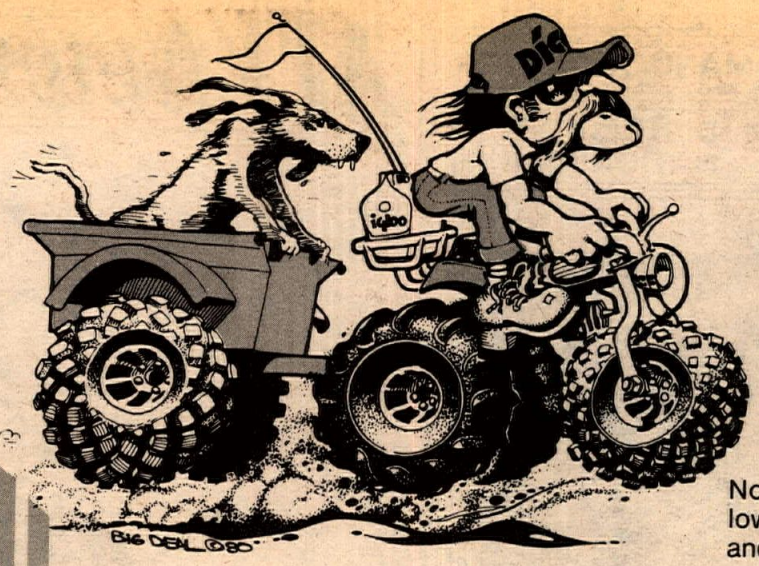
Then there's the racer: Honda's ATC250. Based on their 250cc two-stroke (the only two-stroke in the ATC line) motocross racing motor, the ATC250 is unquestionably the fastest three-wheeler in standard production form. The ATC250 also



TC185.

features full suspension: air forks on front and Honda's Pro-Link single shock system at the rear. It's loaded with playful power — the kind that easily produces wheelies coming out of any turn — that's fed through a standard motorcycle-style clutch and transmission. The ATC250 has both front and rear brakes; the smaller models offer only rear brakes. At $1,748, it's the most expensive three-wheeler offered by Honda, and it's the most sophisticated all-out racer offered anywhere.

Adding another wheel to the picture for a moment, let's look at Honda's FL250, better known as the Odyssey. Again, as with the ATC250, a 248cc two-stroke single cylinder motor is used, this time dropped into a miniature dune buggy equipped with four donut-looking flotation tires and full-on roll cage. Odysseys are a laugh a minute, another additional alternative to complement your personal ATV stable at $1648.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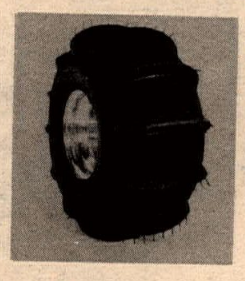

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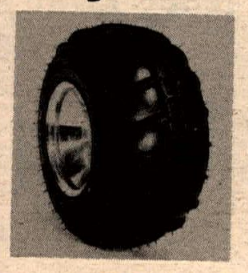

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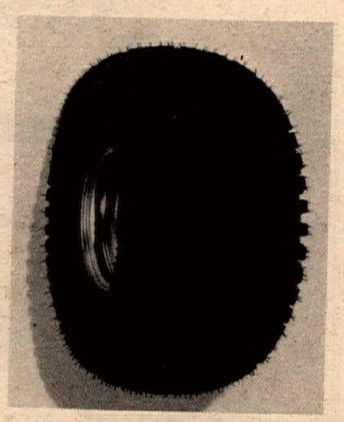

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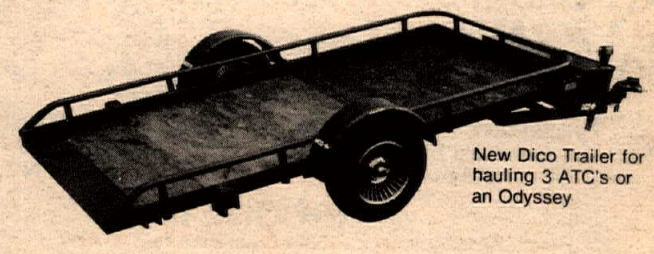

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Three-wheelers do it hanging off the side

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# ATV News

**Yamaha has just introduced an all-new YT175 Tri-Moto (top) while keeping their standard YT125. (Right) Here's a full-race four-wheeler, Sprint II, a 440cc sand slinger!**

## Yamaha

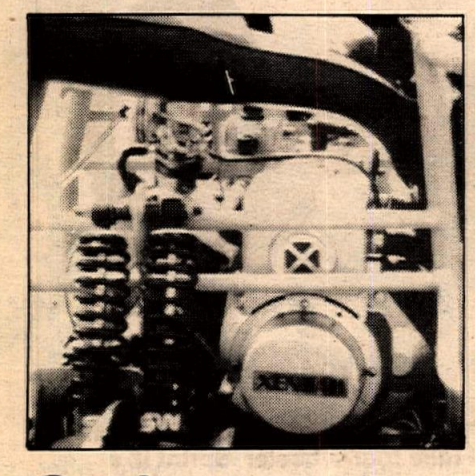
Yamaha scheduled their all-new YT175 Tri-Moto for an early introduction, undoubtedly to get a head start on '82 model year sales with a larger, vastly-improved version of their YT125 Tri-Moto.

The YT125 is presently available at Yamaha dealers at a suggested list of $1049, and it fits into the standard three-wheeler mold: no suspension, no front brake, a simple and basic blast to ride.

The YT175 Tri-Moto is based on a new 171cc motor, not an overbored YT125, and it's sophistication level has gained a solid 100%. The telescopic front forks offer six inches of travel, and a drum-type front brake has been added.

An important feature, particularly in swampy areas where all three-wheelers are used to very good advantage, is the raised air intake for the carburetor. Yamaha has brought theirs up to a spot just in front of the seat, well above all-but-submersion-level bayou puddles.

The YT175 also features some small-but-important details improvements such as a larger (520-size) O-ring chain, a new chain adjuster, a skid plate, a new throttle and an enlarger fuel tank. The 1.8 gallon gas tank has been upped to 2.2 for the YT175. And at 262 lb., it weighs-in at less than the similarly-sized competitive brands. The exact price has not been released, but it's expected to very close to $1,300.



## Sprint

Normally, we'd have included Dennis Greenhalgh's Sprint in the new products section since he sells frame/roll cages, rear suspension and other goodies as kit items. However, he also sells something that comes roaring out of the great northwest like Sasquatch: Sprint II. It's the sum total of everything trick in their pantry of hot Odyssey racing parts. Plus a firebreathing 440cc snowmobile motor.

The car shown is the Odyssey-powered unit with the independent rear suspension added. The detail photo shows the snowmobile conversion. Odyssey frame/cage go for $795; independent rear suspension costs $550. Or you may buy a complete Odyssey-powered car — Sprint — for $2520. And then there's Sprint II, a custom-built killer for approximately $4,000.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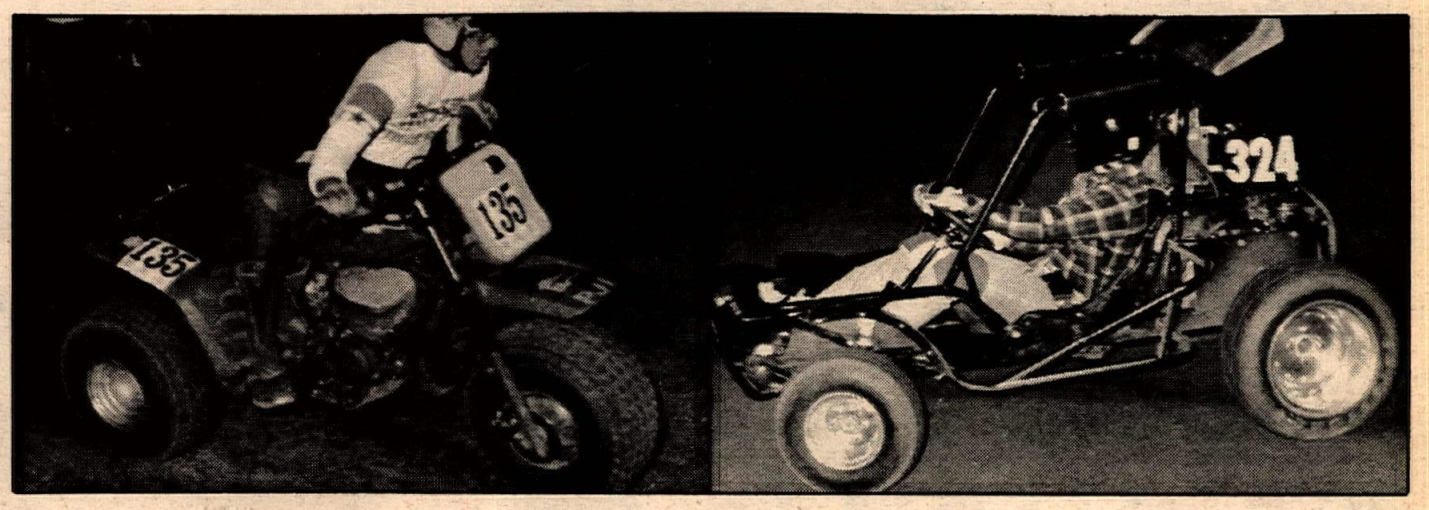


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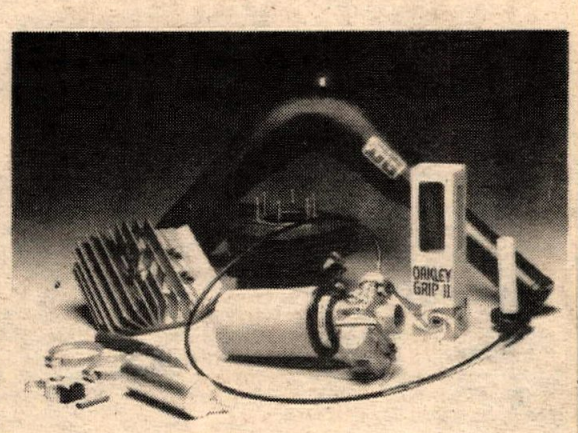


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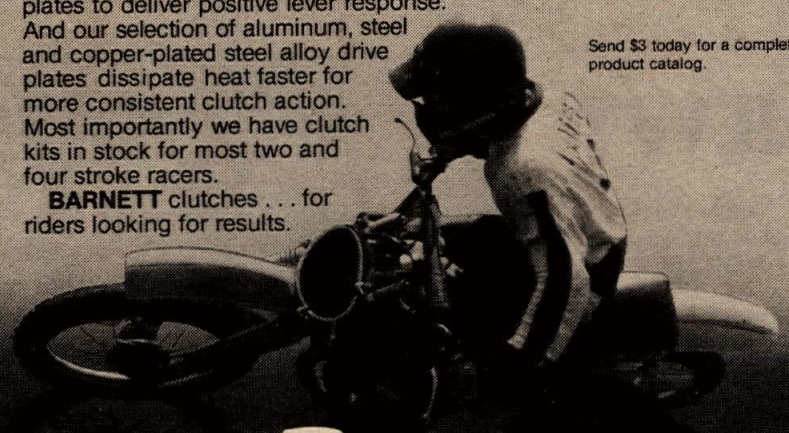

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**Kawasaki's 1982 KLT200 offers many features not found on other trikes, a differe Adventure Vehicles offers the Avenger 300 (left) and Big Foot, as well as the Lil' C**

## Kawasaki

**Kawasaki chose to produce only one displacement size three-wheeler, but they've decked it out with several outstanding extras that are included in the basic package. Don't look for a pull-start rope; you won't find one on the KLT. It comes with push-button electric starting, a welcome feature especially since the Kawasaki also utilizes a standard clutch/transmission which can cause automatic-oriented learners to go through a lot of starting procedures. Even seasoned riders, after a long day on the dunes, will appreciate that muscle-saving button.**

**Another device unique to the KLT is the split rear axle. The rider has the option of using a solid, "locked" rear axle, or by twisting a pair of wrenches, convert it to an automotive-type differential. The differential saves a novice rider having to learn the unusual technique required to make a solid axle three-wheeler turn properly.**

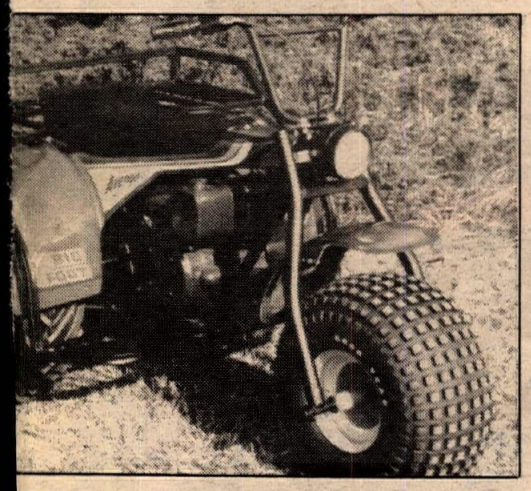
**The KLT's torquey 198cc four-stroke motor feeds its power through a motorcycle-style clutch into a N-1-2-3-4-5 gearbox and on to the chain drive for the rear axle. Only Honda's ATC250 racer and the KLT — among the "Big Three" — use a standard clutch/transmission.**

**Even with the extra goodies, Kawasaki's dual-purpose (play and utility) three-wheeler is offered at a reasonable $1,439 for the A2 model that's presently on dealers' floors. Suggested list for their '82 A3 trike (shown here) has not yet been released.**

## Adventure

**Adventure Vehicles in Monroe, LA, produces two 305cc Kohler engine-**

tial rear axle, for example. (Below)
itter (not shown).



powered three-wheelers: the Avenger 300 and Big Foot. While Adventure is a small firm compared with Honda, for example, they offer some highly interesting features on their machines that won't be found on any of the Japanese makes. Two passenger seating and reverse gear are the two most prominent.

The Avenger 300 weighs in at 287 lb., and combined with that 305cc cast iron motor, it's bound to be a mover. And with a 400 lb. load capacity, it can easily lug more than its own weight over rough terrain.

Adventure Vehicles also markets a smaller unit, appropriately called "Lil' Critter" with a 197cc Tecumseh motor. It's manual start while the 305cc models are electric.

Prices range from the $849 Lil' Critter to the $1595 Big Foot with the $1325 Model 300 in the middle.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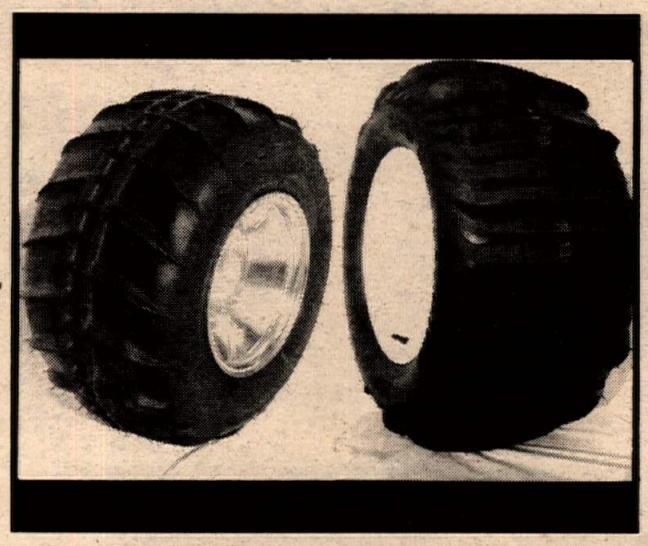

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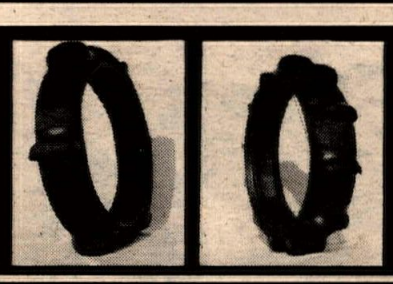

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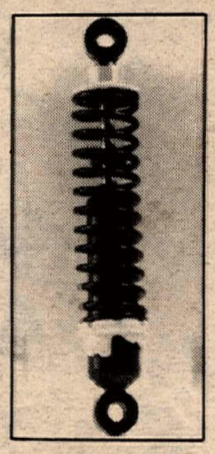

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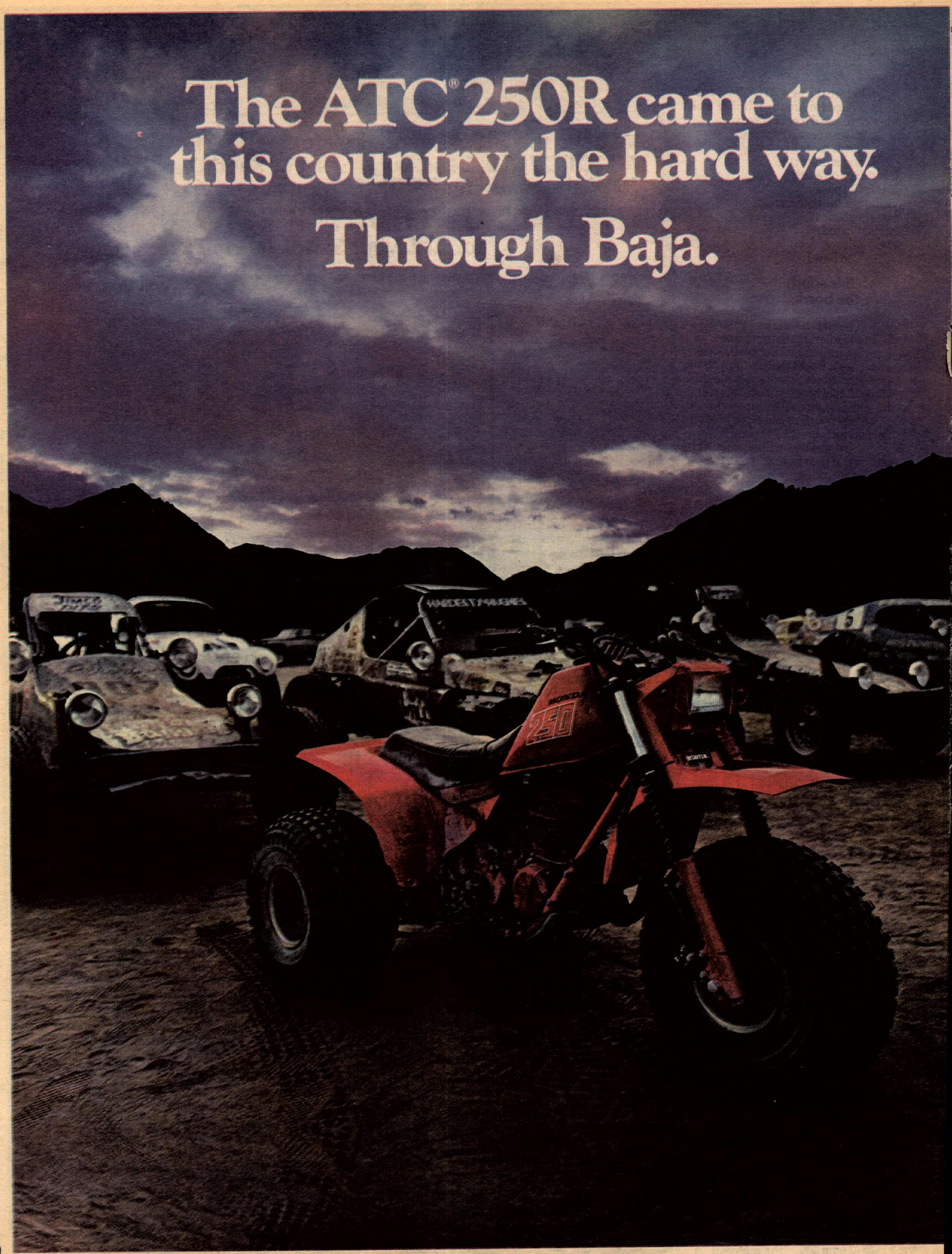

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The Baja 1000 is the world's fiercest off-road race.

1000 kilometers of God-forsaken wilderness. Rocks that live only to shred tires. Chuckholes that can swallow a 4x4 whole. And whoop-de-doos that can shake the fillings right out of your teeth.

It's enough to make you give up enchiladas forever.

So it was no surprise when a crowd gathered at the starting line as two ATC250Rs rolled up. History was in the making.

Their destination? San Felipe, approximately one half of the full Baja 1000 course.

Exactly 19 grueling hours later, one of them made it.

## How do you say "high performance" in Spanish?

After the race, a lot of people on four wheels were asking themselves how Honda did so well on only three. And you don't have to speak Spanish to understand the answer.

Muy rápido.

The ATC250R is the first three wheeler model designed from the ground up for pure unadulterated sports performance.

And no one has ever put a bigger engine in a production off-road three-wheeler.

This high performance 248 cc two-stroke puts out enough power to propel the ATC250R over almost any terrain, from shallow mud to deep sand to hard-packed snow.

It's got a center port cylinder and a six petal G. P. Reed Valve™, both designed to produce maximum horsepower and torque.

Its capacitor discharge ignition delivers a hot, reliable spark and never needs adjustment or maintenance.

Its expansion chamber improves mid-range horsepower and makes a smoother flowing exhaust, while its counter-balancer helps reduce the vibration that might exhaust you.

This advanced engineering produces something very easy to understand. The most powerful production off-road sports machine on three wheels.

## How to shock Planet Earth.

After giving the ATC250R more than enough power to get you where you want to go, Honda had a certain responsibility.

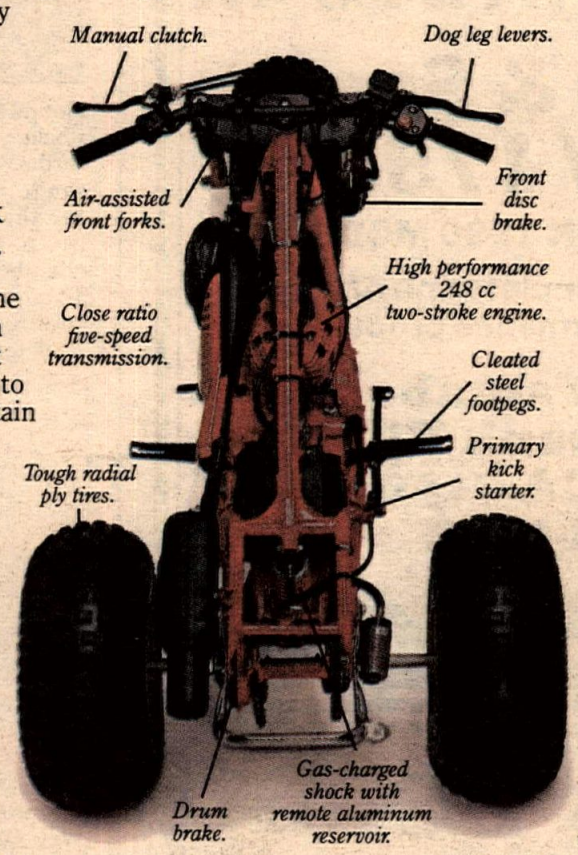
To help you enjoy the trip.

That's why the ATC250R is the first production ATC® model to come with front and rear suspension.

In back, there's a single gas-charged shock with a remote aluminum reservoir. It helps you go faster because it helps keep the rear wheels on the ground more of the time. In front, you'll find air-adjustable forks that you can tune to surface conditions to improve handling.

All told you get 4.3 inches of travel in the back and 6.7 inches of travel in the front.

More than enough to travel almost anywhere.




## You get everything except the number plates.

Any similarity between the Honda ATC®250R and a MX racer is purely intentional.

The ATC250R has a manual clutch connected to a close ratio five-speed transmission as well as a unique front disc brake. Both are controlled with competition dog leg levers.

The footpegs are steel cleats and the frame is a double cradle with a needle bearing swing arm pivot.

There's even a kick starter with primary starting so you can fire up in any gear —without getting off, without searching for neutral.

Because all this sports equipment is standard, there's only one thing you need to add to the ATC250R before you take it to the limit.

A full tank of fuel.

## Number one in more ways than one.

Before the ATC® can be first in the field, it's got to be first in the lab.

So count them up yourself.

The Honda ATC250R is the first production three wheeler built for high performance sport riding.

It's the first with air-assisted front suspension.

It's the first with a single shock rear suspension. It's the first with a front disc brake.

It's the first powered by a high performance 248 cc two-stroke. It's the first to challenge the Baja 1000.

And when you've finally absorbed all these technological breakthroughs, think about who built it.

Honda.

The company that invented the All Terrain Cycle™ in the first place.

# HONDA

**FOLLOW THE LEADER**

ALWAYS WEAR A HELMET AND EYE PROTECTION. Designed for off-road operator use only.
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Or write: American Honda Motor Co., Inc., Dept. 688, Box 9000, Van Nuys, California 91409.
The action photographs above were taken under controlled situations using experienced riders on the 1980 Baja 1000 course.
This particular ATC250R has been modified for racing.

**The most fun on three wheels.**

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It's all work when you need it. And all play when you're ready for fun! This versatile, rugged three-wheeler can get you through the roughest terrain. Outperforms anything in its class. See how much fun it can be today!

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# ATVegas beauty

See p. 51


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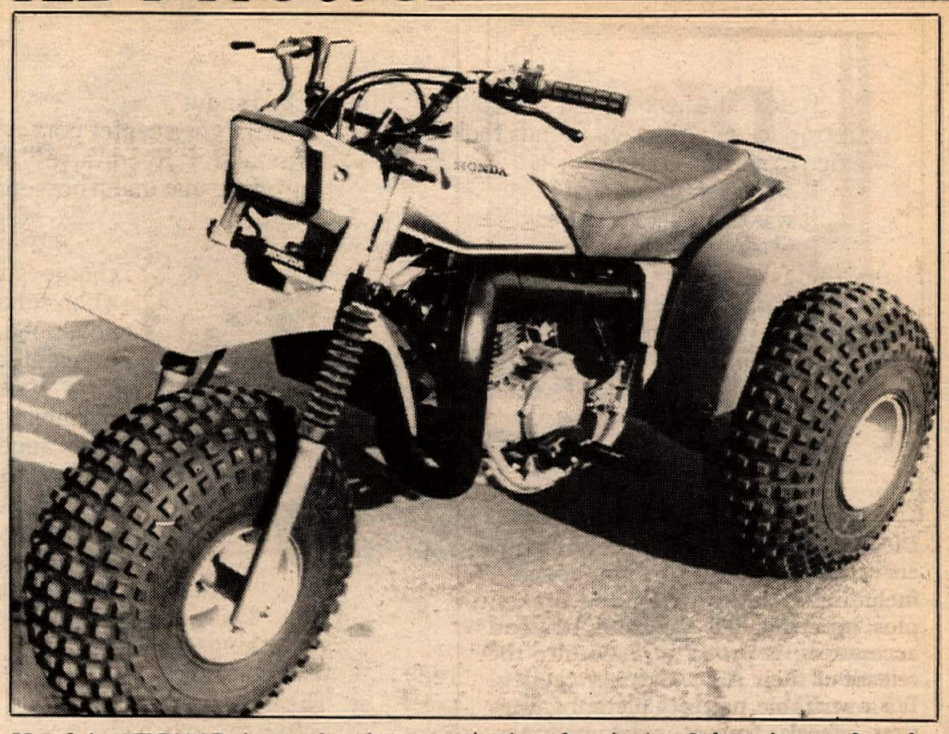
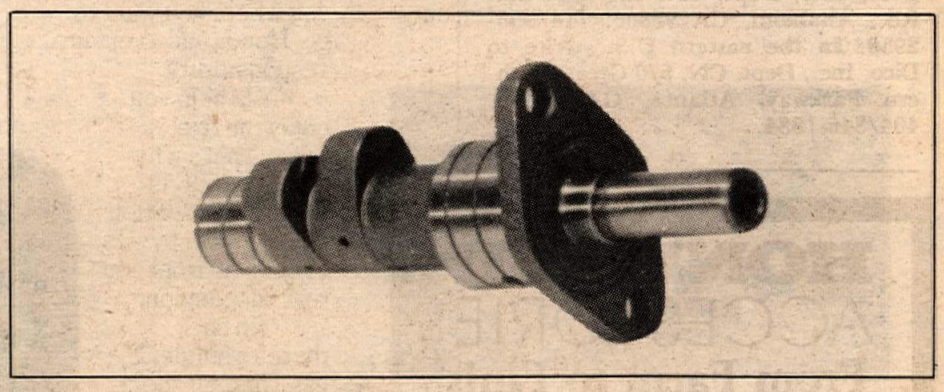
# ATV News



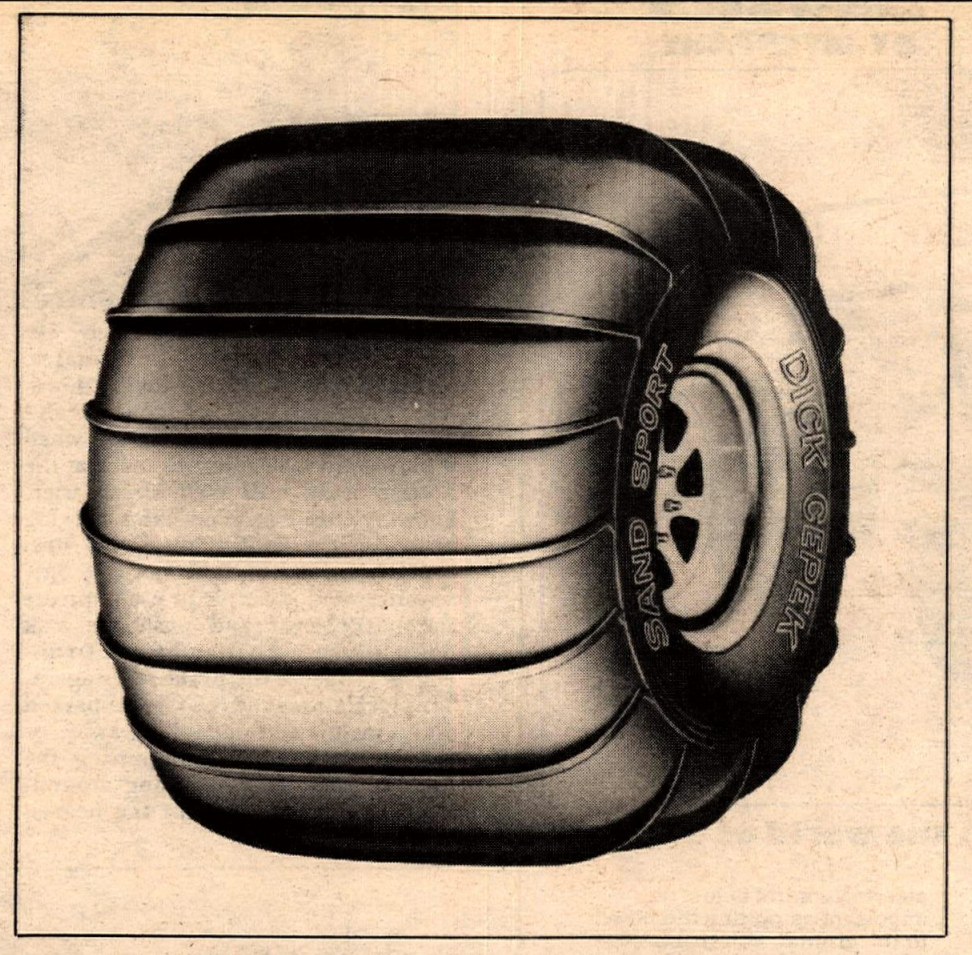
Honda's ATC250R is no slouch as a stocker, but some seek even more thrills, speed, excitement, etc. If you're one of the some, Dirt Werkes has the parts you need. Topping the list is their new upswept expansion chamber, available with either a spark arrestor or racing muffler. The pipe's construction is of 18 gauge stamped steel for the best flow, 100% welded (no brazing). Other items for the ATC250R include tachometer and temperature gauges, cylinder porting, twist throttles and pre-jetted 36mm Mikuni Powerjet carb/manifold kits. For more information, contact Dirt Werkes, Dept. CN, 8141 A Belvedere Ave., Sacramento, CA 95825, 916/454-5311.



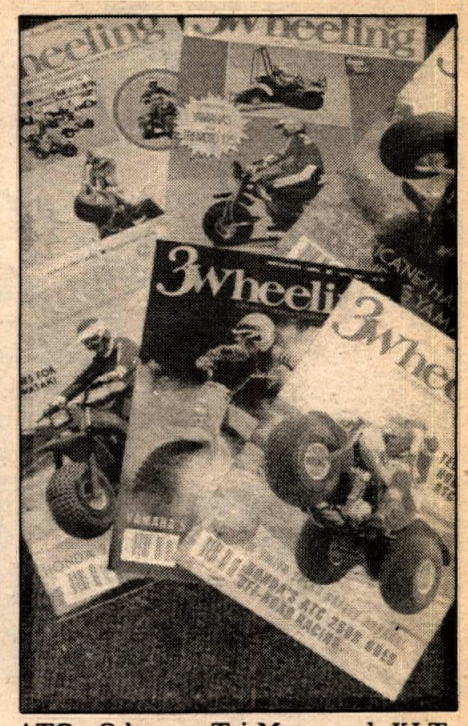
Things that go bump in your engine are often called cams. To that end, Web-Cam has used its 30 years of experience to create some new cams for the Honda ATC. For the ATC 185, there is a bolt in regrind that adds low end torque and an increased powerband for stock and slightly modified engines. For the more performance minded three-wheelers, there are hardweld cams in race type profiles for fully modified engines that give outstanding mid-range and top-end performance. Also new are two grinds for the ATC 90/110. One is the highly rated #98 grind that bolts in to improve engine response throughout. The other is a full-race smoker for fully modified engines that dramatically improves mid range and top end response. For the complete skinny on all Web-Cam cams, send $2 to Web-Cam, Inc., Dept. CN, 1663 Superior Ave., Costa Mesa, CA 92627, 714/631-1770.

Hillside Honda builds some mean Odysseys, and their new catalog shows how you can do it as well. Everything from engine mods to roll cages, heavy duty clutches to stronger frame components. The $1.50 catalog is available by writing Hillside Honda, P.O. Box 160, Nice, CA 95464.

Dico, Inc., best known as manufacturers of trailers and trailer components, including springs, wheels and brakes, plus miscellaneous on- and off-road accessories, is proud to announce the release of their ATC/Odyssey catalog. It's a veritable product plethora, with tires, wheels, frames, axles, bearings, tanks, performance engine parts, racks, seat covers, fiberglass fenders, specially sprung front ends, and many more new items. In addition, there's a section on trailers that features new trailer designs that are available for hauling ATCs, Odysseys and many combinations of vehicles. The catalog's yours for $2. In the western U.S., write to Dico, Inc., Dept. CN, 323 East Ball Rd., Anaheim, CA 92805, 714/956-2950. In the eastern U.S., write to Dico, Inc., Dept. CN, 670 Great Southern Parkway, Atlanta, GA 30336, 404/346-1884.




If sand is your sport, Dick Cepek has developed the first and only sand tires for ATC and Odyssey market. Called the Sand Sport, the tires are delivered reay to mount and run with 16 evenly spaced paddles. Two sizes are available: 21 x 12 — 8" for the 90 and 110cc models ($74.95 each), and 25 x 13.50 — 9" for the 185 ($119.95 each, postpaid). California residents add 6% sales tax. Want more info and Dick's free catalog? Write Dick Cepek, Inc., Dept. CN, 5302 Tweedy Blvd., South Gate, CA 90280.




ATC, Odyssey, Tri-Moto and KLT owners: Who loves ya, baby? *3 Wheeling* is the only regularly published magazine devoted to the fast growing three-wheeler and Odyssey field. Published every other month, *3 Wheeling* offers up to the minute factory reports, road tests, how-to-do-its, project vehicles, race reports and places to ride. A subscription is only $9 for one year, or $17 for two. For retailers, *3 Wheeling* also has a great over the counter bulk dealer program. For more info, contact *3 Wheeling* Magazine, Dept. CN, P.O. Box 2260, Costa Mesa, CA 92626, 714/979-2560.

# HONDALINE® ACCESSORIES

## From Farm to Finish Line

Honda invented it. Honda perfected it.

For over ten years Honda has been building ATC's and accessories. Whether you're racing, working, or just playing around, Hondaline accessories will add to your three-wheelin' pleasure.

In that time Honda learned plenty about what counts most to the ATC owners. All that knowledge has led to the development of a rugged and versatile line of made-to-fit Hondaline accessories.

And since the ATC's were designed to work for a living as well as for recreation, they have options like a carrying rack in the rear and front with a perforated sheet metal basket that fits right on the front rack. The racks and basket can be used to carry supplies you use around the farm, or take with you on the weekends. If the rack won't hold it there's even a trailer hitch with a pulling weight of 200 lbs.

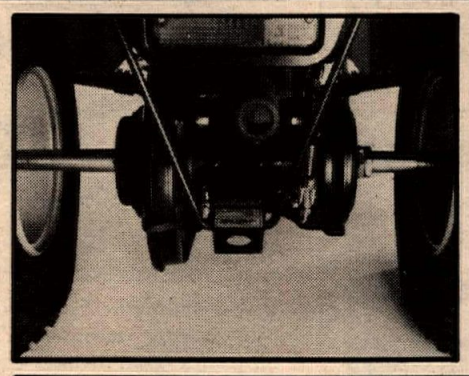
There are "Chevron" tires for great traction in loose soil around the farm or soft sand in the desert or the dunes.

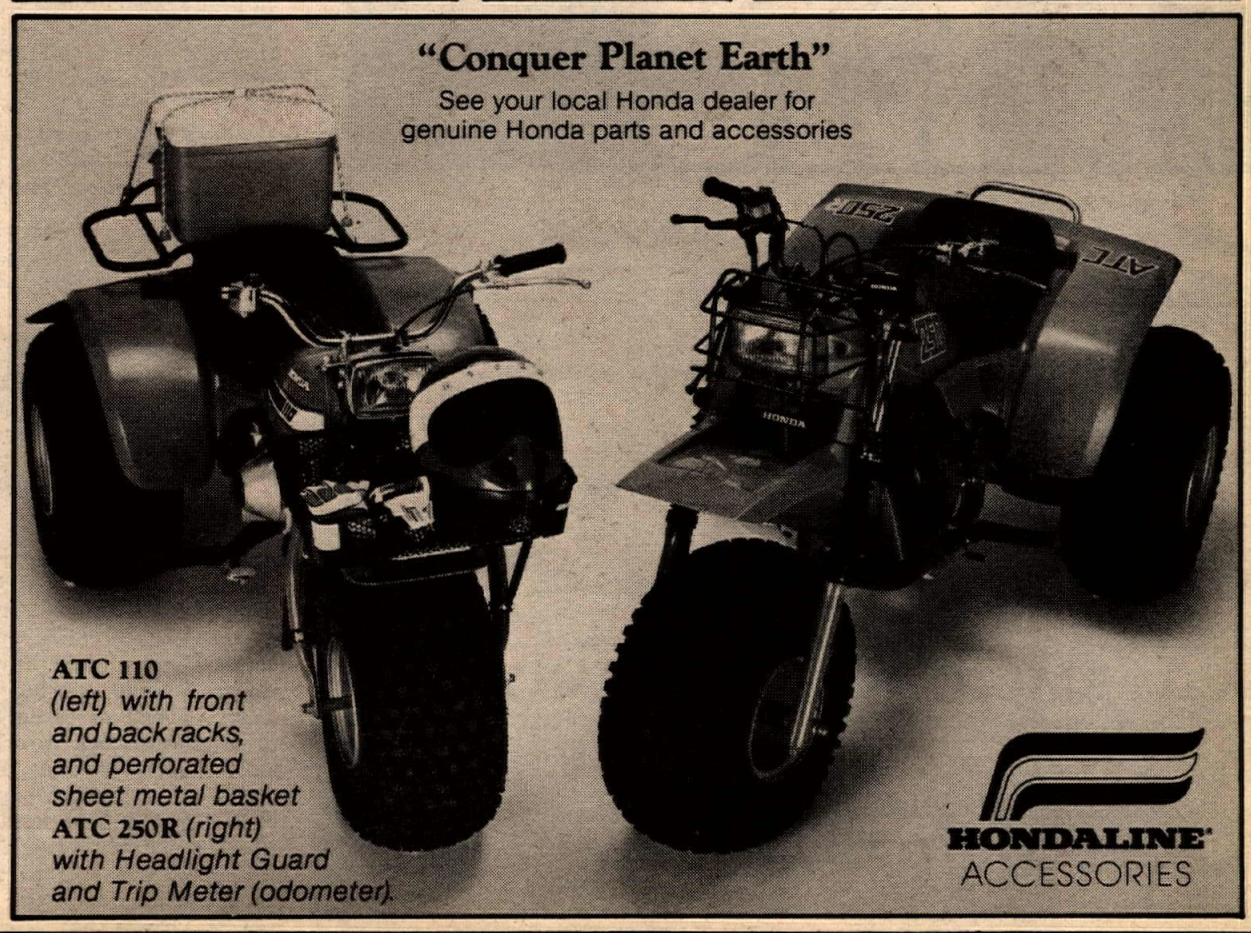
An Electric Power Kit that adapts an auxiliary charging source to direct operation of accessories such as lights or communications equipment is also available.

For the enduro enthusiasts there's a headlight guard and a trip meter to keep you aware of your travel distance.

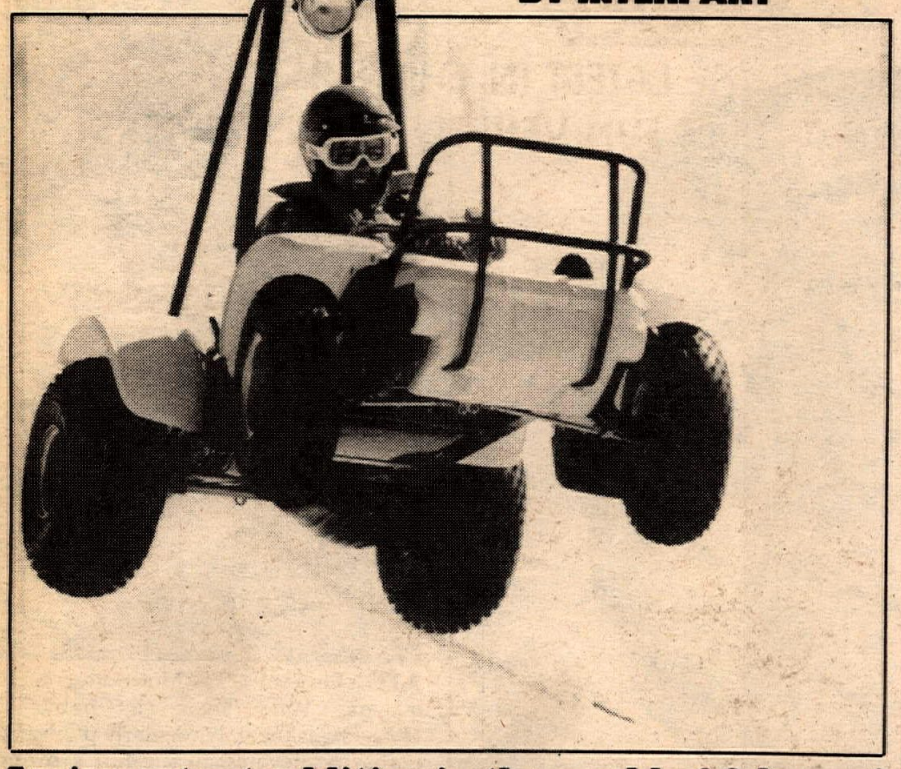
ATC's and their Hondaline accessories are tough and durable — they're built to take it. Built for the things you want to do, and some you haven't thought of yet. Down on the farm. Out on the trail. Over the dunes. Over the finish line. Into the sunset..

The incredibly versatile, Honda-reliable, Hondaline accessories.





# MULHOLLAND SHOCKS
BY INTERPART



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In the rough and tumble world of ODYSSEY racing, keeping the front end on the ground for steering control is just as important as putting the power to the ground. MULHOLLANDS can give you the control to put you ahead. With years of competition suspension experience in both automobile and motorcycle racing, one suspension specialist can make your ODYSSEY handle like it should. INTERPART.

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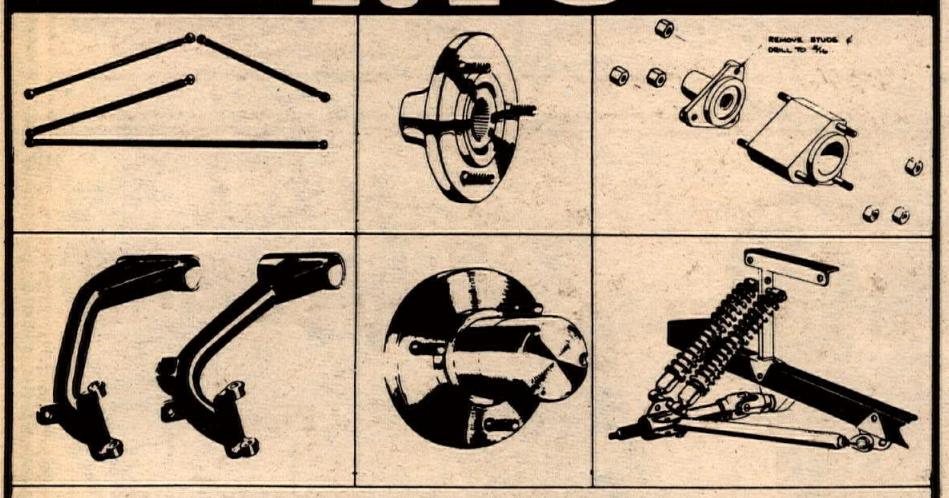

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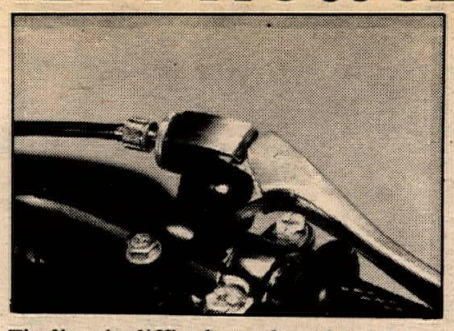
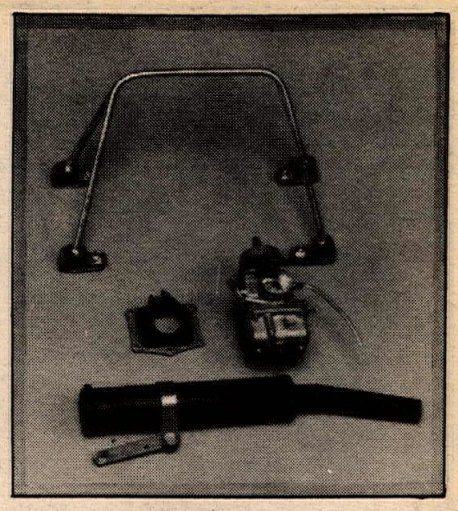
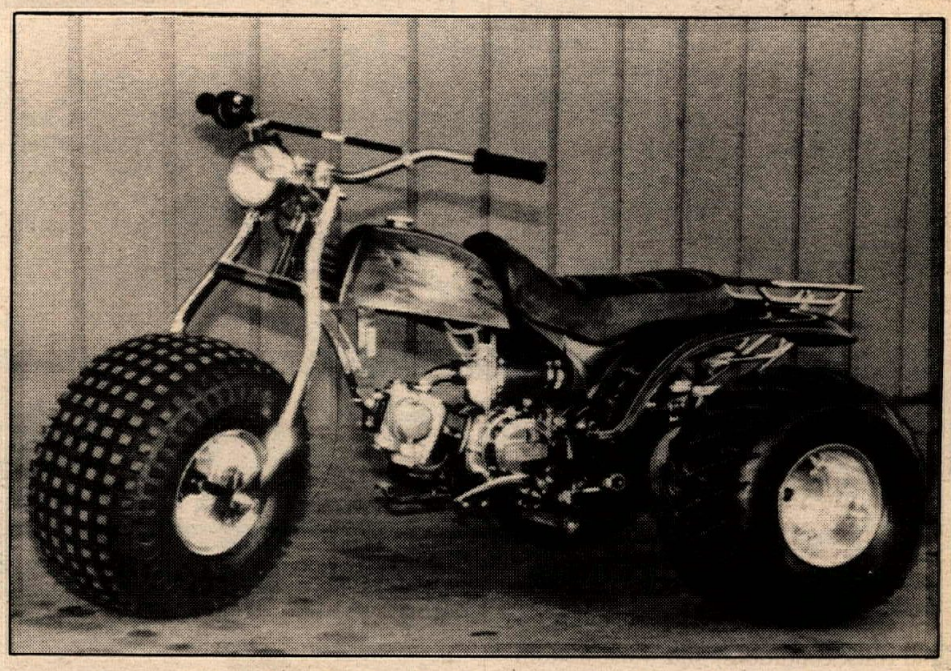
# ATV News



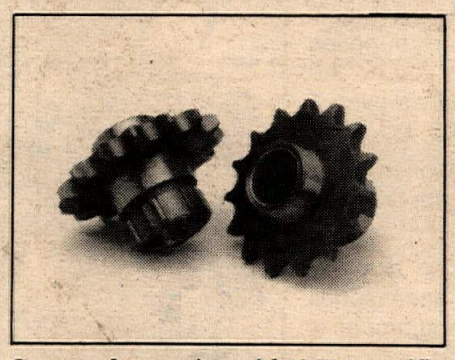
Finding it difficult to sleep lately? Do you suffer recurring nightmares, seeing your beloved KLT rolling downhill, hopelessly out of control and heading for imminent destruction when it plows into the explosives shack at the bottom of the hill? Well, sleep easier, knowing that Kawasaki has a parking brake for the KLT. This spring steel brake lever lock installs easily in only minutes, and is simple to use. Squeeze the brake lever and push the lock down to secure the front brake. To disengage, squeeze the brake lever again. This lock allows the KLT to be parked on an incline without rolling away, or may be used while transporting the KLT to keep it from rolling around. Grab $2.95 and head for the nearest Kawasaki dealer.



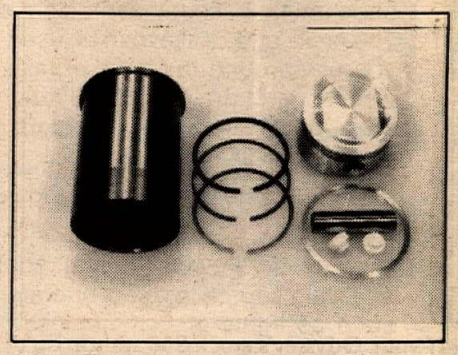
If you're in the market for ATC250R accessories, PK Racing Products will be only to happy to show you their line of wares. They've got headlight guards ($29.95), slip-on silencers ($24.95), 30mm Mikuni carbs ($49.95), 34mm Mikuni carbs ($74.95), 34mm manifolds ($19.95), ported cylinders ($99) and rear sprockets ($32.95). There's lots more goodies as well. PK Racing Products, Dept. CN, 245 South Paseo Sonrisa, Walnut, CA 91789, 714/595-1072.



"I was framed, I tell you," chortles your happy Honda ATC 90/110. "And I'm glad it was the folks from Johnson's ATC that did it." Actually, Johnson's ATC is offering their new Bandito II high-performance ATC frame. It features a lower center of gravity for better stability, a lower engine position, and shorter fork rake for quicker turning. The frame is constructed of mild steel and is compatible with all stock Honda components, as well as the full line of ATC accessories from Johnson's. For more information on the Bandito II frame, as well as other ATC, Tri-Moto and KLT accessories, send $2 for a complete catalog to Johnson's ATC, Dept. CN, 8733 Magnolia Ave., Santee, CA 92071, 714/449-3024.

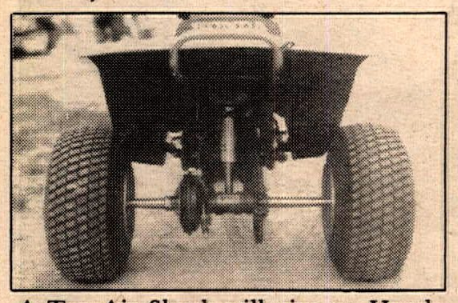


Gear up for gearing with OEM specification countershaft sprockets for Honda ATC 90/110s, available from Rocky Cycle. These sprockets allow you to change gearing quickly and easily, as well as being replacements for worn-out stock sprockets. The 13 and 14 tooth sprockets, P/Ns 24-6113 and 24-6114, have a suggested retail price tag of $13.31, and the 15 tooth sprocket, P/N 24-6115, goes for $17.38. Pay a visit to your friendly Rocky dealer and ask for Sprocky rockets. Or was that, Rocky sprockets?



Powroll turns green mean with their 263cc big bore kit for the Kawasaki KLT 200. The kit, which requires complete cylinder and crankcase machining, comes complete with piston, rings, wrist pin, teflon pin retainers, head gasket, sleeve and compelte installation instructions. The results are a 35% boost in mid-range power and a 25% hike in overall horsepower. Contact your friendly Powroll dealer, or get in touch with Powroll, Dept. CN, P.O. Box 1206, Bend, OR 97701, 503/382-6395.

Shades of the late Alexander Graham Kwackers, three-wheelin' T-shirts from Kawasaki! The Three Wheelin' T-shirt is constructed of 100% heavy-weight cotton in a white crew neck style, with a Kawasaki KLT cartoon screened on the back in five colors, and a Kawasaki logo on the front. It comes in small, medium, large and extra large adult sizes, and small, medium and large youth sizes. Suggested retail is $7.95 in coin of the realm for the adult size, $7.50 for the youth model. At Kawasaki dealers across the country.



A Tex Air Shock will give a Honda ATC 250 two more inches of rear wheel travel, merely for the bolting on thereof. The shock, developed by former National rider Glen "Tex" Johnson, is fully adjustable for rider and track conditions, and won't bottom out. It's fully rebuildable by the owner, and requires no special tools. Only the highest quality materials are used in the Tex Air Shock, which retails for $149.95. Contact your local dealer, or Tex Air Shocks, Dept. CN, 806 Edgebrooke, Houston, TX 77034, 713/943-2579.

If your Odyssey's stock 250 motor isn't strong enough for your esoteric tastes, Leckich Company will be downright pleased to punch it out to 365cc. Their big bore kit shown, shown on the right of the photo, comes complete with installed sleeve, head and case machining, piston, rings, wristpin, gaskets and intake manifold. (Specify FL or CR model. Shown on the left is a CR250 sleeve for the FL250 cylinder, available for $95 installed. Contact Leckich Company, Dept. CN, 8536 East Compton Blvd., Paramount, CA 90723, 213/633-5220.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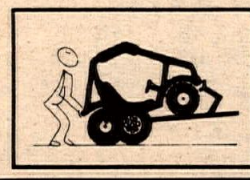

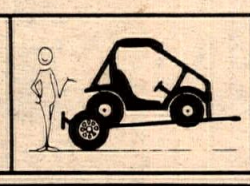

For further information please call or contact your local Honda Dealer.

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How do you feel about ATV News? Please see p.52.


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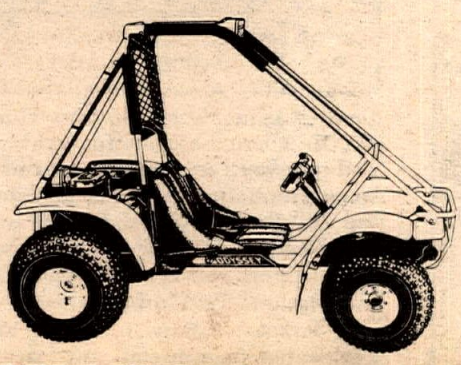

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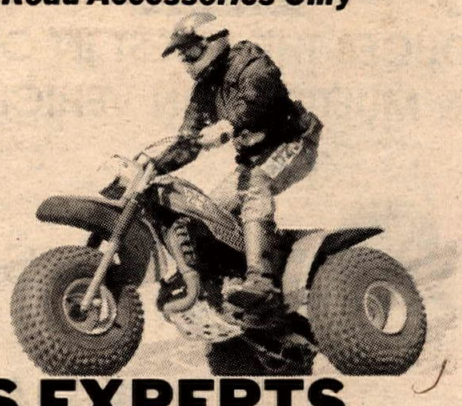

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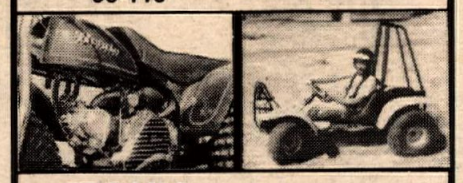

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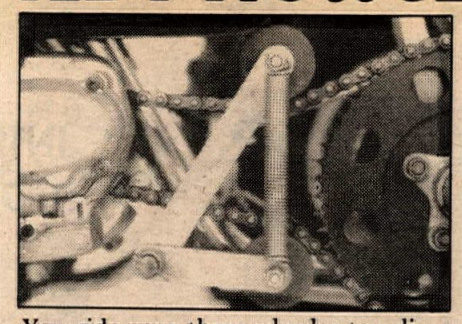
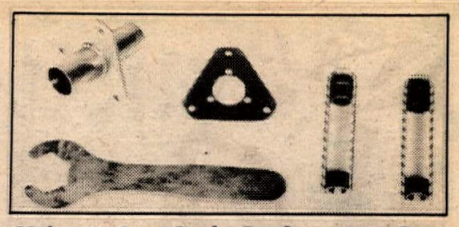
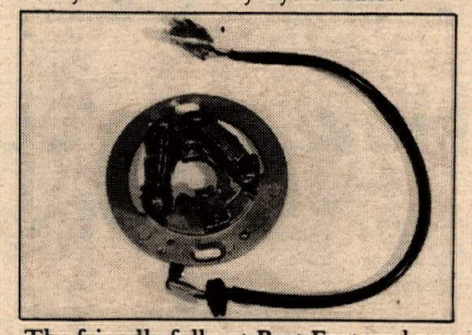
# ATV News



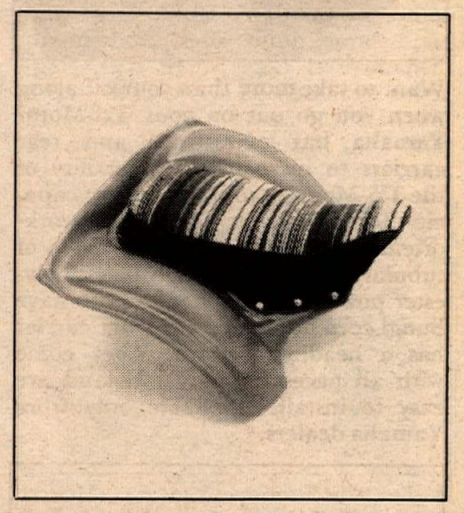
You ride your three-wheeler to relieve tension and have a good time, right? Don't forget, though, that your chain *needs* tenion for long life and good health. Cancilla caliper chain tensioners from Rocky Cycle extend the life of chain and sprockets by maintaining constant tension, and prevent the chain from coming off when it gets stretched due to normal wear. Sturdy ¼" steel arms, durable polyurethane rollers, double sealed ball bearings and a heavy-duty spring translate into long life. For 1974-on ATC 90/110s, you'll want part number 11-0503, which retails for $46.48. Also available are chain tensioners for the 1981 ATC 185S (11-0562/$50.78) and the Yamaha YT125 Tri-Moto (11-0556/$48.18). See your local Rocky Cycle dealer.



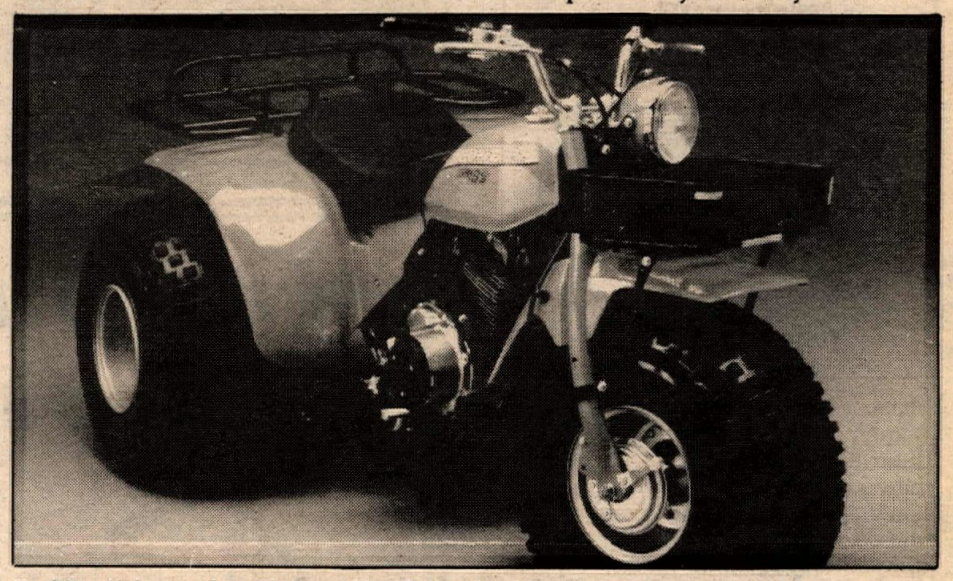
Helm & Son Cycle Performance Products offers a variety of parts and accessories for Honda ATCs. The accompanying photo shows a front hub, wheel adapter, off-road pegs and wrench. The Helm & Son ATC hub is stronger than stock and will provide years of reliable service for your ATC 90 or 110. The wheel adapters enable the three-wheeler to eliminate those ugly and awkward old style ATC wheels. The adaptors can be used in either front or rear wheel changes. By using a 2" wheel half and a 5" wheel half, this adaptor can be used on front wheel modifications. The metal off-road pegs replace the stock rubber pegs and offer more reliable footing in any weather. The Honda wrench is designed for use on any ATC from 90 to 250cc. For the Helm & Son catalog, send $2, or for more information contact Helm & Son, Dept. CN, 13 S. 36th St., Phoenix, AZ 85034, 602/275-2123.



The friendly folks at Port Factory have an ingenious little ignition trick that will boost horsepower on your Yamaha Tri-Moto. They start by taking your stock ignition stator plate and then machine it so that timing can be advanced from 1.5mm BTDC to 2.5mm BTDC. This one improvement really wakes up a Tri-Moto, adding 3,200 rpm and more horsepower without any loss in reliability. Installation is simple — just bolt on and go. At just $29.50 plus exchange, your wallet certainly won't scream, especially now that your Tri-Moto can. For more info and a free catalog, call or write the Port Factory, Dept. CN, P.O. Box 1601, Glendora, CA 91740, 213/963-8679.

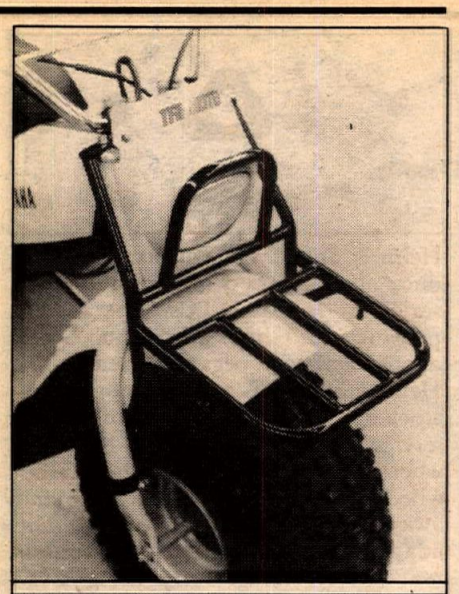


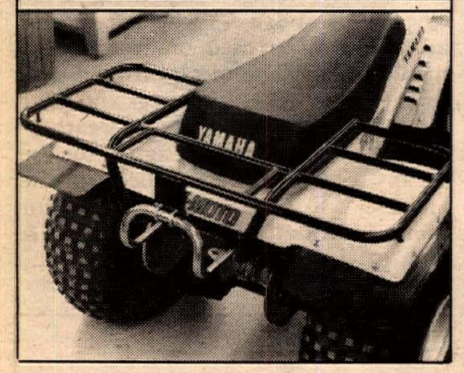
Brighten up your Honda ATC seat with a colored seat cover from Rocky. The inside of the cover is cloth; the outside is naughahyde. Treated with Scotch Guard for stain resistance, the covers come in red, blue or brown and retail for $28.65. They're available for late model ATC90s, 110s and 185s. Red seat covers for the ATC185S and ATC250R are also available at the same price. See your Rocky dealer.



Besides being a lot of fun, Honda's ATC185 can be a useful workhorse, and now you can combine the two with some Hondaline ATC185 accessories. For hauling cargo, there are sturdy front and rear carriers constructed of steel tubing and designed for bolt-on installation. The front carrier accepts the basket which is made of tough, perforated sheet metal and features a bracket to raise the headlight beam. All three are painted black. If you want to take along a tent, more food or your dog, you'll need a trailer and Hondaline has an all-steel trailer hitch designed specially for the ATC185. It has a tongue weight of 20 pounds and a pulling weight of 200 lbs., bolting to the frame with existing threaded holes. An axle mount provides additional strength. See your authorized Honda dealer for more info.

# Aftermarket add-ons






Want to take more than yourself along when you go out on your Tri-Moto? Yamaha has new front and rear carriers to increase the versatility of the Tri-Moto by adding carrying capacity for the recreational and work-oriented user. They're constructed of tubular steel with a tough black polyester powder-coated finish. Both have bungi cord hooks and the front carrier has a headlight guard. They come with all necessary hardware and are easy to install. Available only from Yamaha dealers.

Maxima's Hi-Test Concentrated Octane Booster is an all organic product (for those who are concerned about such things) containing no metal compounds such as lead, manganese or phosphorous. Legal for all types of competition, it mixes readily with all gasolines as well as alcohol and nitro mixtures. Using Hi-Test in your gas will help eliminate knocking and pinging and allow for higher compression ratios, thus more horsepower. It's available in 16-oz. metal cans at selected motorcycle and accessory stores. For additional info, get in touch with the folks at Maxima Performance Products, Dept. CN, 1401 Pioneer Way, #14, El Cajon, CA 92020, 714/442-9723.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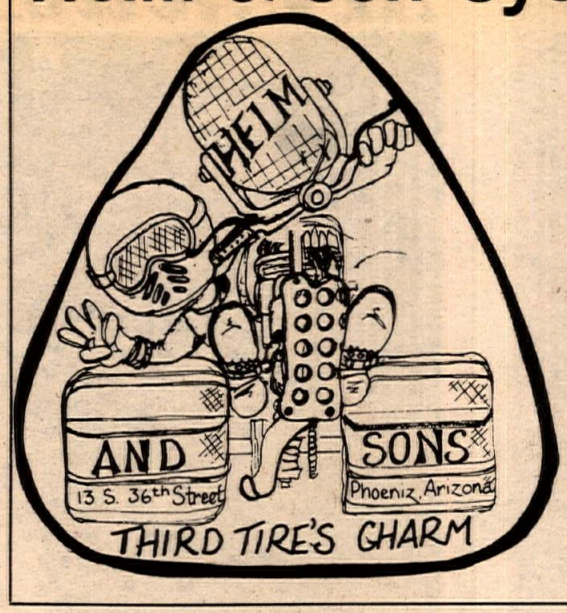


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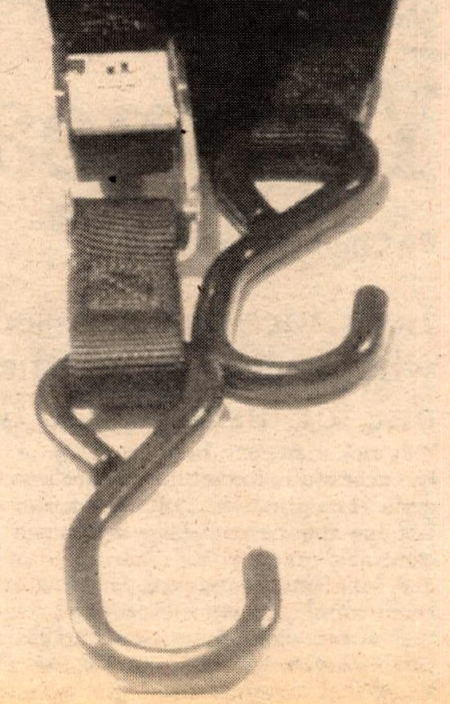



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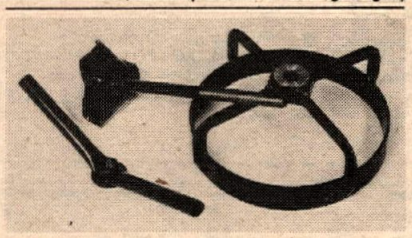

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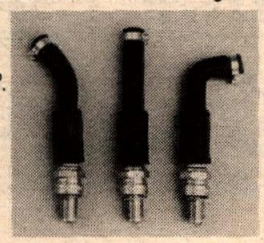

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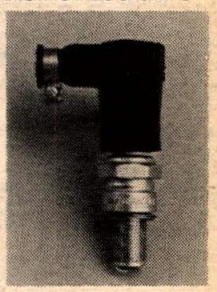

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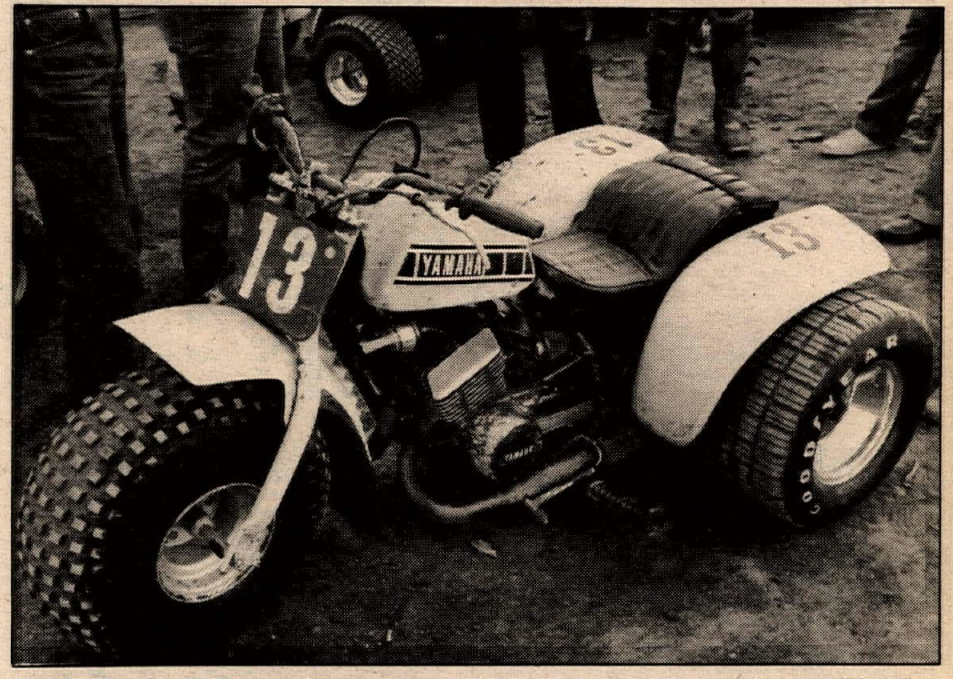


**(Top) Thursday night action at Corona (CA) Raceway shows the combination of MX and sidecar technique necessary to win. (Above) The hottest "Big Wheel" on the block!**

# You mean...they ra

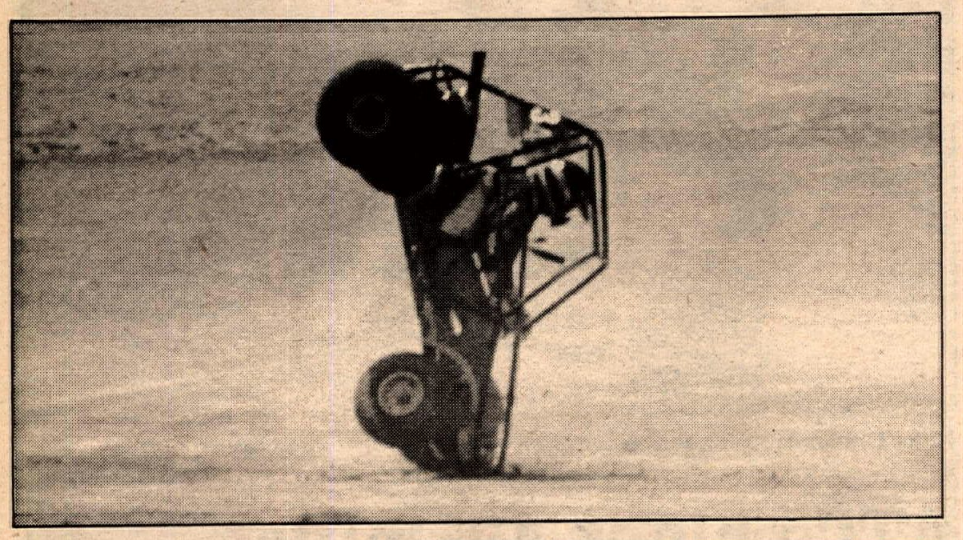
**By Charles Morey**

Let's face it. The second thing the caveman who designed the wheel did was build another one for his buddy so they could race.

It took man centuries of R&D before he successfully linked three wheels together as a practical, functioning unit, but now that he's done it, yes Virginia, they race 'em.

A long-time motorcyclist looking at three-wheeler racing will probably feel tugs of nostalgia. Right now, in 1981, three-wheeler racing is at the same stages that motorcycle racing was back when many of us first discovered it. It's small. In fact, there's no single all-encompassing sanctioning body, no "AMA" to organize such things as rules and series on a national level.

For the most part, the organizing bodies are small local groups; clubs, race tracks, or in some cases, motorcycle sanctioning associations like CRC, CMC and R.A.C.E. in southern



**(Top and middle) Odyssey racing keeps 'em hopping, sometimes to nose-standing extremes. (Above) A three-wheel drift that would make a sprint car driver envious.**

# ıce those things?!

California.

ORCA, the Odyssey Racing Club of America, seems to be the closest thing to a national sanctioning body, although their program caters to Honda's Odyssey, not to three-wheelers.

SCORE and American Honda are working together toward promoting three-wheeler racing in SCORE's off-road events. In fact, Honda has put up a $1,500 purse for SCORE's Aug. 6-9 Riverside race.

In California, two basic types of racing prevail. Oval racing takes place on quarter to half mile dirt ovals at such places as Orange, CA's Saddleback Park, Corona Raceway, San Diego's South Bay Raceway and Ventura County Fairgrounds. A second popular form is "off-road" which in most cases is more like TT racing than true cross country racing. It's much like the old time scrambles that motorcyclists enjoyed before motocross came of age.

And of course, it doesn't stop there. Sand drags, hillclimbs, swamp races in Louisiana's bayou country... wherever they race bikes or cars, three-wheelers and Odysseys are likely to follow.

On these pages is a pot pourri of racing we observed. From Thursday nights at Corona to the Battle of the Vegas Showgirls TV show in Las Vegas, three-wheeler racing appears to be growing in popularity everywhere. •

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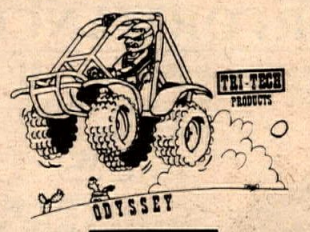


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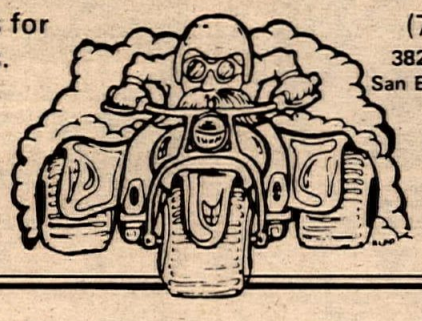

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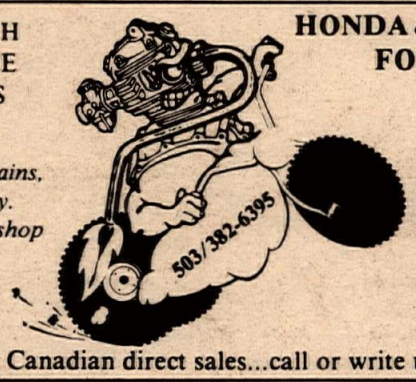


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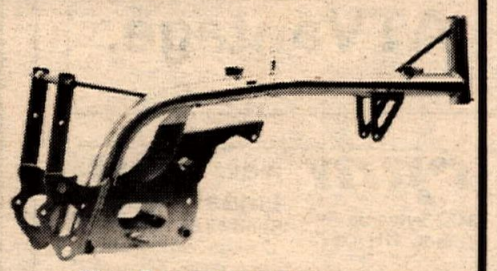

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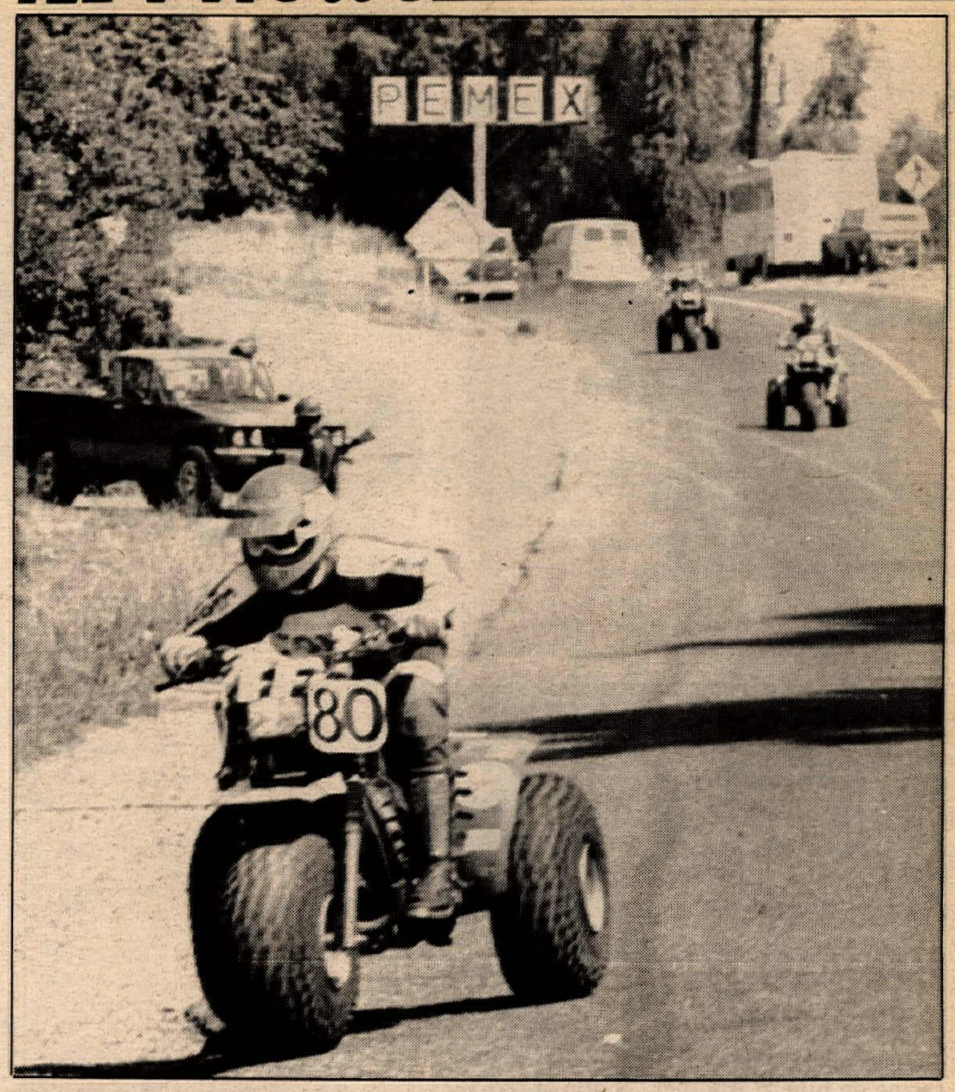
# ATV News




**Mike Chester (80) leads the other two ATC250 entries at Santo Tomas.**

# ATCs blast 405-mile SCORE Baja Internacional

**By Mark Kariya**
**Photo by Dale Brown**

ENSENADA, B.C., MEXICO, JUNE 6 Mark Weixeldorfer and Dean Sundahl have probably been on worse trail rides, the kind where someone is always breaking, crashing or losing something. Even pre-running the course was more difficult as they encountered a number of flat tires.

When the green flag dropped, though, the American Honda entry flew around the 405-mile long SCORE Baja Internacional course with nary a problem to easily top the ATC class in 9:44.88.87, beating a number of buggies, cars and trucks in the process.

Three of the three-wheelers were entered in the race, and all three (aboard Honda ATC250Rs) finished. Wes Arnold and Mike Chester aboard the other American Honda bike finished second in 11:03.17.74 while privateers Harry McDermott and Ron Llamas on the Trinity Cycle/Huntington Honda entry crossed the finish line in Ensenada in 13:38.12.83.

According to Sundahl, who rode the winning bike from the start to San Felipe, "It went really well; we didn't have to stop for anything other than planned pit stops. I'm pumped!"

Sundahl averaged about 45 mph during his stint and reported getting "good response from spectators" when he passed cars. "I motored right by 'em in the slower picky stuff."

Weixeldorfer also related a smooth ride with no get-offs. "I had a really good time; I threw the bike completely sideways on the pavement out of Trinidad — those knobbies break loose pretty good on pavement."

One tire looked a bit shady at one point, so Weixeldorfer did change it, but other than that, his ride was also trouble-free.

He said that he was clocked at 70 mph on the pavement and that his chase vehicle (a Baja bug driven by his father) was unable to keep up. "I was gonna draft him, but he was going too slow so I pulled around him and took off," said Weixeldorfer.

When looking at their checkpoint times, it was obvious that Weixeldorfer/Sundahl didnt have any problems, compared to the other two teams, as they were eight minutes ahead at the first check and just kept pulling ahead after that.

Mike Chester, who took the lead-off leg for the runner-up team, got spit off once. The trike then ran over him, pulling the leathers out of his left boot but not injuring him.

Another time, when passing a car, the air horn he rigged up to his trike stuck on and Chester ended up trying to go past with his bars hooked in the car's window while yelling "I'm sorry!" as he tried to boot himself free.

Other than a flat and cleaning the air filter a couple of times, though, there were no major problems for the team. One of the worst parts for Chester was the stretch of pavement from Colonet to San Telmo — it wore him out because he had to stay tucked in so long. "It wasn't bad," he admitted, because he estimated they did beat about five of the big Class 8 pickups. •

**Results**

ATC: 1. Mark Weixeldorfer/Dean Sundahl (Hon) 9:44.88.87; 2. Wes Arnold/Mike Chester (Hon) 11:03.17.74; 3. Harry McDermott/Ron Llamas (Hon) 13:38.12.83.

# Battle of the Vegas Showgirls

**By Charles Morey**

This is racing? No. Actually this is what a bevy of Las Vegas showgirls did instead of racing on June 2. Another "Battle of..." TV show was in the making, and the organizers felt it would be fun to have the showgirls race Kawasaki KLTs as part of the program. No problem, said Kawasaki, we did it with the Battle of the Cheerleaders last year, and it worked great. This time, however, things went wrong. First, the sand dune course location was switched to the parking lot at the Tropicana, then one of the girls crashed and was hurt while practicing. The result: No race, just a lot of beautiful girls hanging out and willing to model for our photographer. Despite these conditions, he persevered and brought back a picture. Tough life, photographing these KLT races... •

# ATV

## All that's vital (and fit to print)

One of the **hottest rumors** in the ATV industry — from a motorcyclist's point of view — is the **Husqvarna three-wheeler** presently in R&D the stage here in the U.S. The Husky reportedly will feature **independent rear suspension** and motorcycle-style **forks** to aid in the handling department. But the most exciting part is the powerplant, the tried and proven **420 Automatic!** Indianapolis 500 winner **Rick Mears** is said to be helping Husky in the development of the trike.

**Suzuki** is about to jump on the three-wheeler band wagon, too. Reports from New Zealand say that **two distinctly unique versions** have been shown to dealers there. One is a **125cc two-stroke** with a couple of utility features as standard equipment. For that **little workhorse,** Suzuki has tricked-out the transmission with a **reverse gear** and a **power take-off** for industrial/agricultural accessories. The second model is said to be a **250cc four-stroke,** a playbike to compete with the others in the **recreational** market. What's coming to the U.S.? No one at Suzuki will tell.

Other stories indicate that both **Yamaha** and **Kawasaki** are thinking about introducing **four-wheelers** to compete with Honda's Odyssey. Kawasaki's Public Relations department has assured us that any **Kawasaki involvement** in such a project would consist **only of market research** at this point. **Yamaha,** of course, already has their go kart, but they entered a **"no comment" comment** when we asked about the possibility of a yellow Odyssey.

Speaking of four-wheelers, **S&W Engineered Products,** makers of suspension units, carburetors and other motorcycle products, is reported to be considering the idea of **manufacturing their own four-wheeler.** It's apparently being considered as a means of **expanding their scope** (after all, how many shocks can you sell each year?).

The **1982 Honda ATC/Odyssey lineup** will be shown to dealers in mid-July, and Honda spokesmen say it's too early to offer any **"teasers"** about what to expect. One **public showing** of the new Hondas is scheduled for the **SCORE Riverside race** on Aug. 6-9. That's the race where Honda has put up a **$1,500 purse** for the three-wheeler class. **Two classes** will be run at Riverside: **0-250cc and 251cc-Open.** The 250cc class **favors Honda** since no other manufacturer builds anything that even approaches their **awesome three-wheeled MXer,** the ATC250R. It seems that a 0-175cc or 0-200cc class break would **encourage more participation** by other marques. And in the **Open class?** No predictions here, but we shudder to think what might be entered... a **TM400-powered** three-wheeler, perhaps? •

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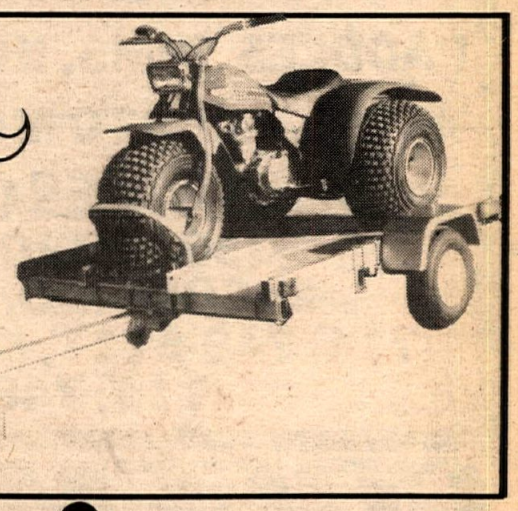

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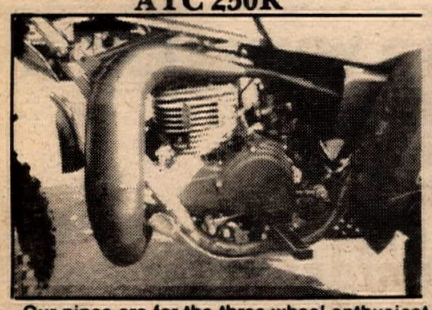

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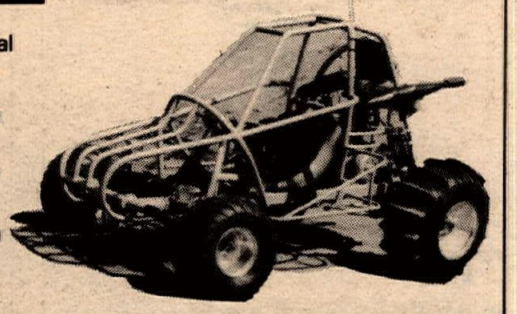

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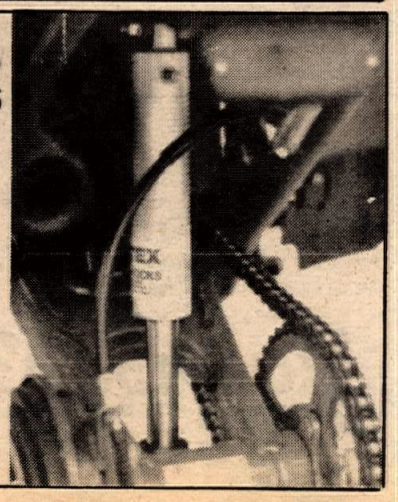


# What do you think about ATV News?

This ATV News special supplement is an experiment. We noticed a lot of three-wheelers and Odysseys bouncing around out there, and we want to see if there is a need for ATV News. Your response will help us determine if we should do more of these inserts, or perhaps even give ATVers their own newspaper. It all depends on you. Do you want ATV News?

Please take a minute to check off the few boxes below--or write-in more if you feel like it--so we'll know how you feel about the whole thing.

Thanks for your opinion!

Sincerely,

Charles Morey
Managing Editor, Cycle News/West

**Do you own a three-wheeler? Yes____ No____ How many?_____**

**What kind?_____**

**How do you use it? Racing____ Recreational____ Other_____**

**Do you own an Odyssey or similar vehicle? Yes____ No____ How many?____**

**What kind?_____**

**Would you like to read more ATV News? Yes____ No____ Why?_____**

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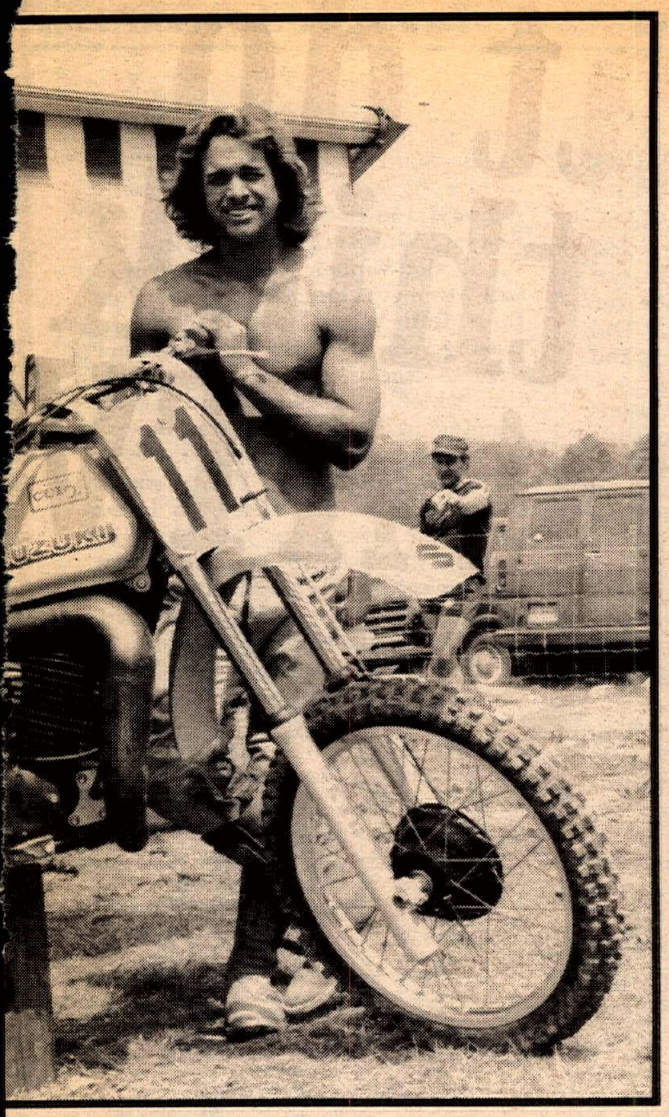
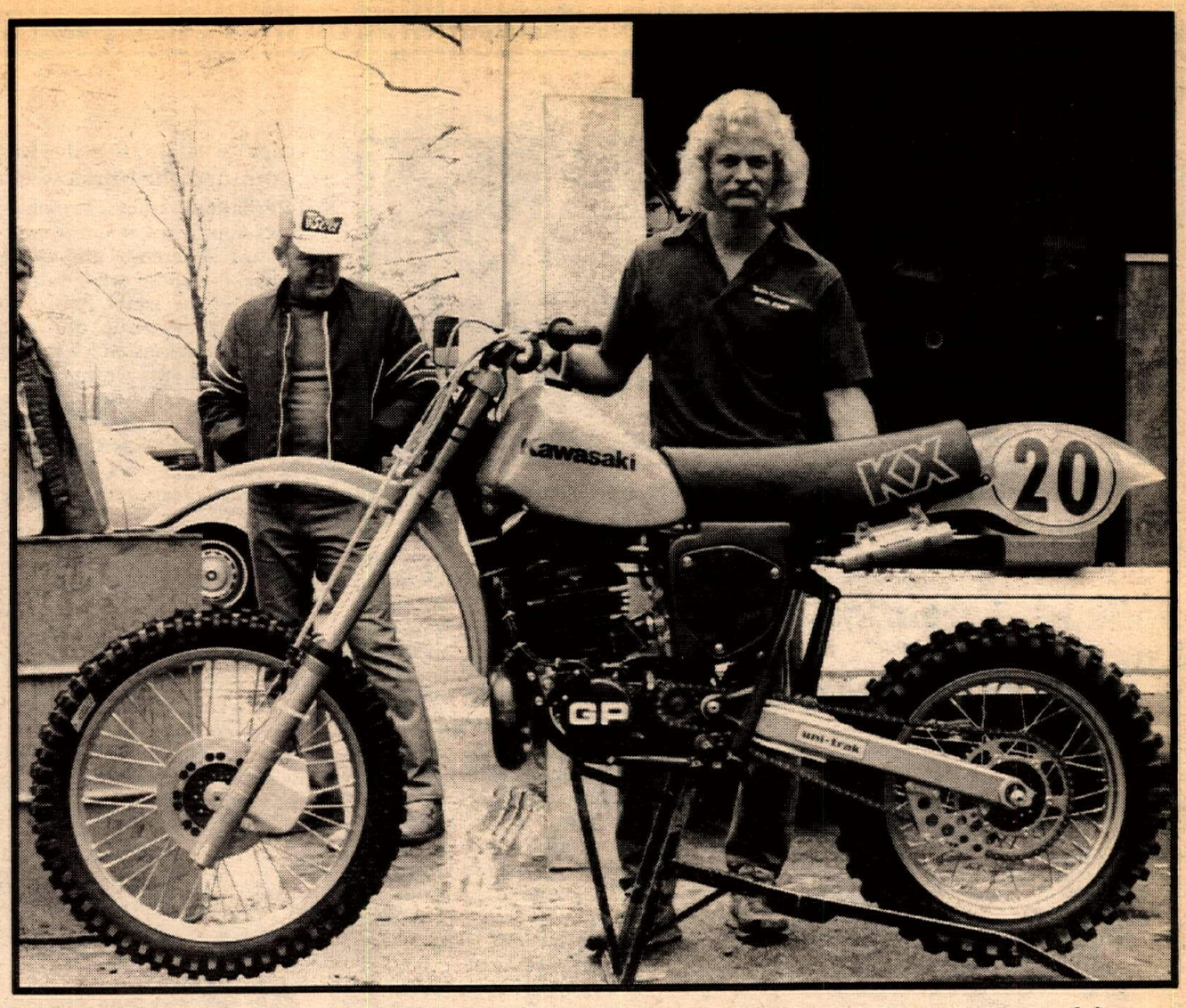
**Please mail to Charles Morey, Cycle News/West, 2201 Cherry Ave., Long Beach, CA 90806. Or phone 213/427-7433 and ask for Vicky.**




er Suzuki's RN-465 Full Floater. "It has no more travel The air box is mounted on the left side and Suzuki's nk and magnesium silencer are used.




Tuner Rick Asch showed us Goat Breker's KX500SR-81, Kawasaki's factory big bore bike that weighs approximately 220 pounds. Features include dual plug ignition, four speeds, 43mm Kayaba fork with 12 inches travel, and a Works Performance rear shock at 13 inches travel.

By Tom Mueller

In years past, technology with testing brought us into an age of an "add-on" philosophy towards the current factory MX machinery. More travel, more horsepower, more gadgets.

At the 500cc National MX opener in Southwick, Massachusetts, not all of the old philosophy held true. Changes had been made, but few of them attempted to increase or boost what had been available last year. Granted, all of the Japanese works bikes are now suspended in the rear by a single shock. Other than that major change in '81, the overall idea was to make what was already there work, and work well.

Suspension seems to be state of the art at around 12 inches front and rear with few trying to use longer travel specs. Cubic centimeter limits are relatively close to what the Japanese production counterparts offer. Ease of maintenance and improvements on simple items, such as better air flow through filters and airboxes have come to the surface.

Here are the bikes the factories believe will take their riders to the winner's circle in this year's big bore National class.

(Above) Gary Pustelak with his Husqvarna 430CR. Up front is 11.8 inches of travel, and in the rear Ohlins offer 12.2 inches of travel. Motor work is by RPM. (Left) LOP owner Laurens Offner (right) and Steve Simons showed us Marty Moates' Suzuki RM465. The Simons Forks up front are now set at 12 inches of travel but can be adjusted to any length desired. Motor work has been done by Offner and the large reservoir mounted over the case is for larger oil capacity and better cooling for the Full Floater shock.

# Western hotline

Dave Williams takes the holeshot at DeAnza over Greg Zitterkopf (9A).

*(Continued from page 27)*

## Holland, Tarantino, Locey take DeAnza $2000 MX

**By Ron Lawson**

SUNNYMEAD, CA, JUNE 7

Suzuki's George Holland was the fastest, smoothest and most consistent rider to show up for the $2000 purse race at DeAnza Cycle Park. His performance in the 125cc Pro class was strong enough to give him a virtually uncontested win with Suzuki West rider Gary Denton (Suz) picking up the pieces for second place over Dale's Modern Cycles rider Scott Manning (Yam).

From the start of moto one, Holland was unstoppable. He took the holeshot and quickly began to pull away. Rick Rodgers of Riverside Suzuki was second through the early laps with Rodney Brand and his Desert Suzuki in third. Denton started off just ahead of Manning, somewhere around the number six spot, but both riders were soon working forward. On the seventh lap Denton passed Rodgers for second, but by that time Holland topped Denton, Manning, Rodgers and Brand.

While Holland again pulled away at the start of round two, Denton, Manning and Brand had already chosen their finishing positions, riding in second, third and fourth, respectively. Dean Cates (Suz) was fifth through the first half of the moto, then he dropped out, giving the position to Roger Hensley (Suz). In the remaining laps, Holland's lead stabilized and there were no changes in the top five.

Jim Tarantino (DG Hon) might have won the 250cc Pro class just as convincingly if not for O'Neal's Andrew Jefferson (Suz). Tarantino jumped into an early first moto lead with Craig Gormley (Yam) in second over Jefferson. Jefferson managed to pass Gormley and then he and Tarantino began to pull away from the pack. Manning soon moved into the third spot, but he was several seconds behind Jefferson. After the halfway mark, the space between the top riders didn't change much, but at the start of the white flag lap, Tarantino blew it. He went down and stalled his bike in a turn, allowing Jefferson to get by and into the lead. Jefferson went on to win the race with Tarantino second over Manning.

Tarrantino and Jefferson were at it again in the next round. Marty Miller (Yam) held the third position until Manning took over. Then Mike Shoemaker (Yam) passed both Miller and Manning. Manning then dropped his pace with a flat tire while Gormley came up to challenge Miller for fourth. In the meantime Tarantino was edging away slightly from Jefferson. A small lead then began to grow to a great one when Jefferson's silencer fell off, slowing him down noticeably. At the end, Tarantino was safely in front with Jefferson still ahead of Shoemaker, Gormley and Don Griewe (Mai).

The first Open class moto was owned by Greg Zitterkopf of Advanced Cycle. David Williams (Mai) took the holeshot but Zitterkopf got by on the second lap and was never challenged on his way to the checkered flag. Andy Jefferson started in the middle of the pack, but slowly moved up until he was in third on lap four. Two laps later he was in second. Tim Locey (Yam) had started right behind Jefferson and moved up with him. Once Jefferson was firmly situated in second, Locey made his move and passed the Suzuki rider. At the finish line, Zitterkopf was still on top with Locey second, Jefferson third, Micky Dymond (Yam) fourth and Don Griewe (Hus) fifth.

Zitterkopf's luck took a turn for the worse in the second turn of the second moto. He went down in a pile up and was nearly last in getting restarted. The lead was in the hands of Tracy Oswell (Mai) for most of the race. But as the 12th lap rolled around in the 15-lapper, Oswell dropped back to fourth and Locey took over. Zitterkopf had moved all the way up to second, but Locey was strongly in front and the order was set for the finish. Oswell managed to repass Jefferson to show up third at the line. Overall it was Locey, Zitterkopf, Jefferson, Oswell and Scott Cavness (Suz).

### Results

PEE WEE: 1. Travis Hahn (Yam); 2. Richard Geraghty (Hon).
JR CYC: 1. Chris Nach (Yam); 2. Allan Brehm (Yam); 3. Adam Fitzgerald (Yam).
MINI BEG: 1. John Cushingham (Suz); 2. Mike Fitzgerald (Hon); 3. Brett Jacobs (Yam).
MINI NOV: 1. Mike Roberts (Yam); 2. Dino Terraciano (Yam); 3. Lance Garton (Kaw).
125 BEG: 1. Mark Weideman (Suz); 2. Eric Fraser (Yam); 3. Kerry Edwards (Suz).
125 NOV: 1. Rick Learc (Suz); 2. Kerry Sorensen (Yam); 3. Craig Bua (Suz).
125 INT: 1. Scott Amy (Yam); 2. Bruce Jackman (Suz); 3. Bill Thiebert (Suz).
125 PRO: 1. George Holland (Suz); 2. Gary Denton (Suz); 3. Scott Manning (Yam).
250 BEG: 1. Curt Barry (Yam); 2. Ralph Turnbull (Yam); 3. Ted Quinn (Suz).
250 NOV: 1. Fred Heacock (Yam); 2. Mark Valentino (Kaw); 3. Chuck Whaler (Suz).
250 INT: 1. Vince Gonzales (Suz); 2. Kelly McGuire (Yam); 3. John Barnes (Yam).
250 PRO: 1. Jim Tarantino (Hon); 2. Andy Jefferson (Suz); 3. Mike Shoemaker (Yam).
OPEN BEG: 1. Jeff Wiedeman (Yam); 2. Lee Nyguard (Yam); 3. R. Bowden.
OPEN NOV: 1. Bob Thomson (Suz); 2. David Krastel (Kaw); 3. Scat Paul (KTM).
OPEN PRO: 1. Tim Locey (Yam); 2. Greg Zitterkopf (Yam); 3. Andy Jefferson (Suz).
INT VETS: 1. Willie Nash (Yam); 2. William Cline (Hus).
JR VETS: 1. James Richardson (KTM); 2. Ed Mundy (Suz); 3. Larry Lowen (Suz).

## Old Timers hit Dunestown GP

**By Bob Alloy**

VALENCIA, CA, MAY 31

It was Grand Prix time, motocross style at the Dunes. The track was a 10-mile loop that combined the Shadow Glen and International tracks. It included sand, black-top, a water jump, and a water crossing. There was also an alternative course for those who didn't like the layout of the water jump. Forty Old Timers showed up for this grand affair and this lasted for six laps.

Blackie Lewis wrapped up Masters class with a super first place win. First in the Expert category was Bill Bird. Marion Davies was the high scorer in the Amateurs, and Barry Hammond took first place honors in the Novice class.

Our thanks go out to the California Racing Club for a smoothly run race, and an excellently prepared track. Everyone enjoyed it and let's have more.

I would like to make one correction on the scoring for the May 3 event at Indian Dunes. Barry Hammond was not given recognition for his win because of an error on the results sheet. Please accept our apology, Barry and congratulations on that first.

### Results

MASTERS: 1. Blackie Lewis (Yam); 2. Tom Widick (Yam).
EXPERTS: 1. Bill Bird (Yam); 2. Ed Johns (mai).
AMATEURS: 1. Marion Davies (Suz); 2. Sam Jones (Mai).
NOVICES: 1. Barry Hammond (Yam); 2. Larry Calderon (Suz); 3. Dale Brockett.

## AFM road racers hit Riverside long course

**By Lori Tyson**

RIVERSIDE, CA, MAY 31

Nearly 200 riders signed up to run the long course at Riverside Raceway in preparation for July 26th's AFM/Budweiser Six Hour race. It was exciting to watch the guys getting used to the track and sometimes adding a few extra turns of their own in the dirt.

The first to race were the sidecars, with the teams of Esaff/Crueger and Roberts/Echner putting on a great show as they battled over first place. Esaff and Crueger took the checkered first.

Robert Lugliani (Yam) put up quite a fight with Danny Coe (C-A) over the 200cc GP trophy. Robert was just ahead of Danny most of the race, but with the carburetor trouble he was having, Danny just couldn't seem to make up any time. But in the end, somehow Coe managed to get past Lugliani to take the win. In third place was a woman rider, Jill Keenan.

The 450cc Production race showed Ron Hlavka and Howard Monise again dicing out front, but for Ron it was wasted effort; after taking the win, a protest for modified pipes was upheld and Monise took home the trophy. Tracy DeMuro was second and Tom Maggard third.

John Glover and David Longson, both onYamahas, took off out in front in the 250cc GP race. Longson led the first four laps, then was overtaken by Glover, but got by him again by the end of the lap. On lap five the two were side by side going through turn seven, when Glover took the lead exiting the turn and held on to it for the rest of the eight lap race.

Pat Eagan, in his first race this year, found a fierce competitor in Wayne Rainey in the 750cc Production clash. After a very close race, it was Rainey taking the first of his three wins of the day, with Pat a close second and Mark Shelton third.

The 600cc Box Stock started out with a bang by John Glover going sideways and down in turn seven the first lap. Whitney Blakeslee, the 600cc Production winner, took an early lead with Rainey close behind. On lap three Rainey took over the lead by passing Whitney in the esses. Whitney went off the track and lost valuable time which he just could not regain, winding up in the number two spot.

Rainey was at it again in the next race, 750cc Box Stock. Wayne stayed up front with the Open class bikes, taking the win in his class, and an overall fifth. Mike Krolick, from Champion, took second 750cc. Mark Shelton, while only taking sixth place, was putting on a show for the crowd as he tried to see how far off his bike he could climb and still get back on. The Open class was a replay of the Open Production race, with the win going to Chris Steward, Terry Statum taking second and Brad Taylor third.

### Results

250 PROD: 1. Michael Fleming (Yam); 2. Daniel Diaz (Yam); 3. Scot Stevens (Yam).
450 PROD: 1. Howard Monise (Yam); 2. Tracy DeMuro (Yam); 3. Tom Maggard (Yam).
600 PROD: 1. Whitney Blakeslee (Kaw); 2. Francis Mazur (Kaw); 3. John Ulrich (Kaw).
750 PROD: 1. Wayne Rainey (Kaw); 2. Pat Eagan (Suz); 3. Mark Shelton (Kaw).
OPEN PROD: 1. Chris Steward (Suz); 2. Terry Statum (Suz); 3. Brad Taylor (Suz).
450 BOXSTOCK: 1. Norman Benedum (Suz); 2. Jeff Braucht (Yam); 3. Fred Thomas (Yam).
600 BOXSTOCK: 1. Wayne Rainey (Kaw); 2. Whitney Blakeslee (Kaw); 3. Francis Mazur (Kaw).
750 BOXSTOCK: 1. Wayne Rainey (Kaw); 2. Mike Krolick (Kaw); 3. Brian Savage (Kaw).
OPEN BOXSTOCK: 1. Chris Steward (Suz); 2. Terry Statum (Suz); 3. Brad Taylor (Suz).
230-600 SUPERSTREET: 1. George Gereau (Kaw); 2. Louis Vallerga (Yam); 3. Jim Labine (Hon).
750 SUPERSTREET: 1. Darrell White (Suz); 2. Chris Steward (Suz); 3. Oscar Jackson II (Hon).
OPEN SUPERSTREET: 1. Kevin Bracken (Duc); 2. Tom Orella (Hon); 3. Denny Doherty (Hon).
0-200 GP: 1. Daniel Coe (C-A); 2. Robert Lugliani (Yam); 3. Jill Keenan (Yam).
250 GP: 1. John Glover (Yam); 2. David Longson (Yam); 3. Fred Merkel (Yam).
500 GP: 1. Rudy Galindo (Yam); 2. David Longson (Yam); 3. Larry Theobald (Kaw).
OPEN GP: 1. Rick Mitchell (Kaw); 2. Tom Sharp (Suz); 3. Evan Grosswirth (Kaw).
SIDECARS: 1. Essaff/Crueger (Kaw); 2. Roberts/Fechner (Kaw); 3. Garnett/James (Kaw).

## Tarantino tops SSM summer series opener

**By Terry Whytal**

ORANGE, CA, JUNE 6

DG/Honda rider Jim Tarantino celebrated his birthday last week with a victory in the 250cc Pro class in round one of the Saturday Summer Series sponsored by four southern California Suzuki dealers: Anaheim Suzuki, Southland Cycle, Suzuki of Orange and Saddleback Suzuki.

A strong showing of 250cc Pros were on hand to compete for the $1000 purse and Tarantino faced stiff competition from Yamaha riders Scott Gillman and Mike Shoemaker. Tarantino's water-cooled CR blasted into the early lead as Gillman, Shoemaker and Ammex pilot Gary Jones jockeyed for the number two position.

By the halfway point Tarantino had the race well in hand, cruising with a safe lead. Gillman took the checkers following Tarantino while Shoemaker trailed in third.

Moto two on the newly designed Saddleback course was a near replay as Tarantino showed the pack his rear fender while motoring away to the pay window. Shoemaker held off Gillman's late moto charge after falling to place second for the day. Gillman picked up the third place share of the $1000 purse, Jones went home with fourth

and Yamaha rider Tim Theodore rounded out the top five.

In amateur action, Gary Bowman breezed to the 125cc Intermediate win by sweeping both motos. Bowman kept his Suzuki Floater out front of the sometimes confusing battle for second place between Suzuki riders Doug O'Donnel and Jim Connoly and Yamaha rider Dennis Hulen.

O'Donnel followed Bowman to the finish in race one while Connoly finished third. Moto two ran to a different script however and O'Donnel dropped to fourth with Hulen grabbing second place and Connoly slipping to fourth behind Yamaha-mounted Craig Cable. O'Donnel ended the day with runner-up honors behind Bowman while Hulen nailed down third.

Jan Murray topped the Women's Expert class on her Premier Yamaha water-pumper. Murray had a perfect day, winning both motos despite tough competition from Yamaha rider Karen Leitinger, who finished second overall. Lori Farmer and Charleen Higgins traded finishing position on their Yamahas with Higgins picking up third overall and Farmer claiming fourth.

### Results

OPEN PRO: 1. Tim Locey (Yam); 2. Steve Banning (Mai); 3. Micky Dymond (Yam).
250 PRO: 1. Jim Tarantino (Hon); 2. Mike Shoemaker (Yam); 3. Scott Gillman (Yam).
125 PRO: 1. George Holland (Suz); 2. Mike Beier (Yam); 3. Louie Franco (Yam).
OUTLAW: 1. Drew Porto (Mai); 2. Terry Whytal (Suz); 3. Don Bassett (Yam).
OPEN INT: 1. Scott Boek (Yam); 2. Greg Painter (Suz); 3. Doug McKee (Yam).
250 INT: 1. Bill Hair (Yam); 2. Fred Nichols (Kaw); 3. John Barnes (Yam).
125 INT: 1. Gary Bowman (Suz); 2. Doug O'Donnel (Suz); 3. Dennis Hulen (Yam).
OPEN NOV: 1. Alan Kent (Yam); 2. J. Smith (Hus); 3. Ron Brezina (Hus).
250 NOV: 1. Thad Heroux (Yam); 2. Dave Clement (Yam); 3. Kenny Meeks (Suz).
125 NOV: 1. Jon Thomas (Hon); 2. Mark Milan (Yam); 3. Kerry Day (Suz).
VET EX: 1. Alan Olson (Suz); 2. Part Murphy (Mai); 3. Paul Manhke (Mai).
VET INT: 1. Jeff Mathews (Yam); 2. H. Stratham (Hus); 3. Buzz Moeller (Hus).
VET NOV: 1. Bob Barr (Mai); 2. Bill Siefert (Hus); 3. Andy Pollack (Yam).
WOMEN EX: 1. Jan Murray (Yam); 2. Karen Lietinger (Yam); 3. Charleen Higgins (Yam).
250 BEG: 1. Rick Hahn (Yam); 2. Randy Nelson (Kaw); 3. Matt McCart (Yam).
125 BEG: 1. Scott Bower (Suz); 2. Alex Krause (Suz); 3. Shannon Spencer (Suz).
MINI EX: 1. Travis Brown (Kaw); 2. Ed Gauley (Amm).
MINI BEG: 1. Loren Bjorkman (Kaw); 2. John Moss (Yam); 3. Scott Eastrow (Suz).

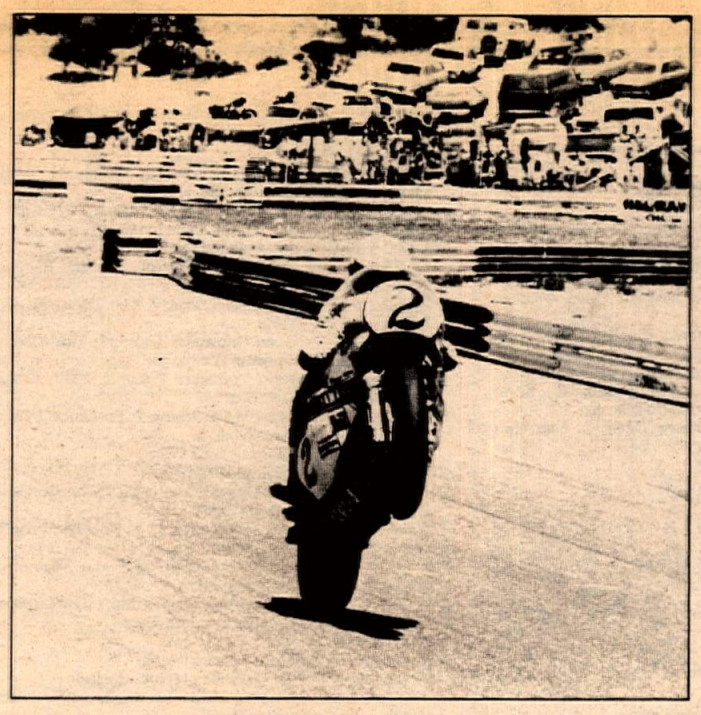
## *Peterson doubles at OCIR MX*

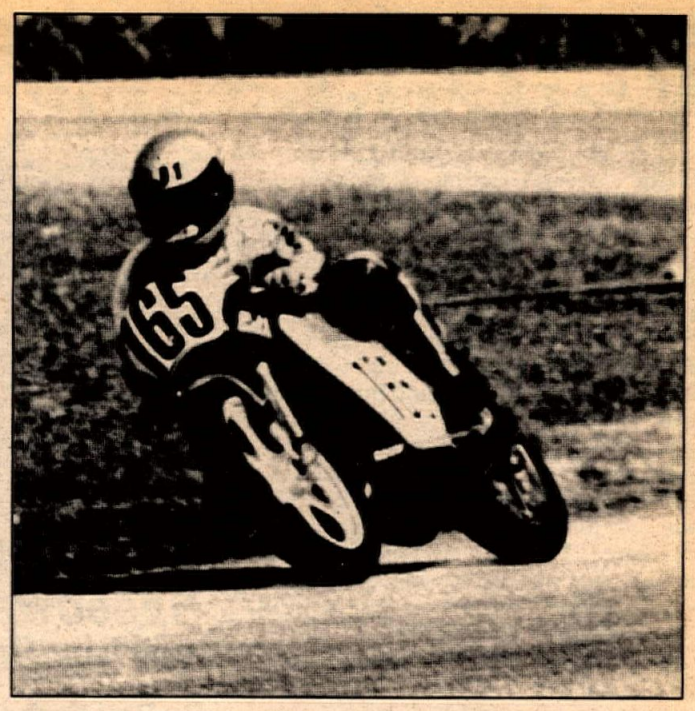
**By Steven Crosby**

IRVINE, CA, JUNE 4

After missing several weeks to nurse a wounded foot, Todd Peterson returned to action and won the 125 and 250cc Pro classes in Racing Association of Cycle Enthusiasts competition. Dave Williams, who was also recovering from a very tender ankle, won the Open Pro class.

John McCaughey made a swift inside move on the first turn in moto one of the 250cc Pros and put his Town and Country Suzuki into an instant three second lead. Peterson slipped into second with Mike Kelly third. On the second lap Peterson pulled right behind McCaughey and forced him high and outside on a hairpin turn and took the lead. Kelly also continued to close in on McCaughey and on lap five moved into second. That same lap Fred Combs, who had started in fourth, put his Yamaha in third. Peterson had pulled far ahead by then and took the win with Kelly second and Combs third.



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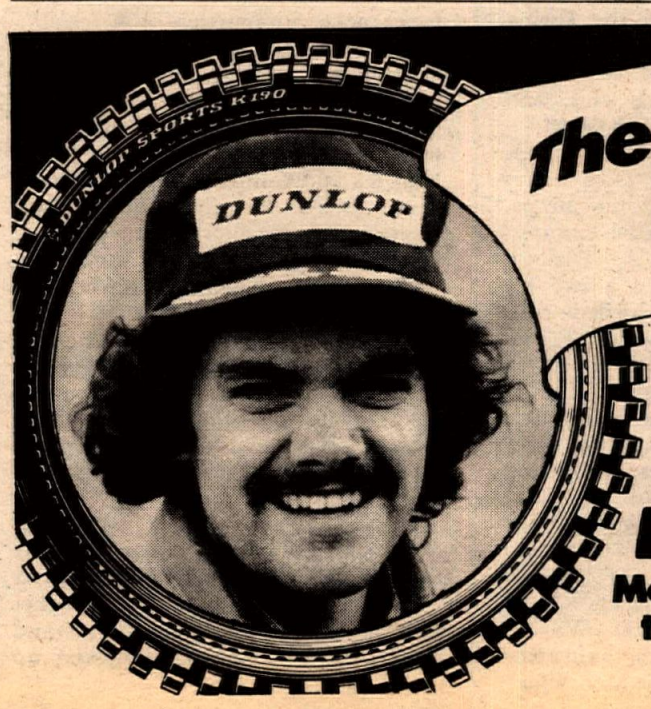


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The mad dash for the first turn claimed several victims in moto two, including McCaughey and Combs, as several bikes tangled up halfway down the starting line straightaway. Peterson emerged on top with his DG/Premier Yamaha with Williams right behind on his Wheelsmith Maico. It set up as the two hottest night riders battling it out for the win. But by lap two Peterson was far enough ahead to have full control. Andrew Graham, who had been riding like a madman before crashing in moto one, quickly worked his way from fifth place to challenge Williams for second. For several laps the two Maicos battled it out. Repeatedly Graham would pull alongside Williams but could never complete the task. On the last lap Graham made a very fine move from outside to inside Williams, even forcing Williams out of the fast line, but Williams stayed in his spot and when a left hand turn came up he had the inside and put Graham back in third. Peterson took the overall win, Williams (4-2) was second and Mike Kelly took third.

The 125cc Pros saw La Habra Yamaha's Micky Dymond take the holeshot in moto one and hold off the attacks of Harley Hall for the win. Peterson had trouble getting going in the first moto and started out in fifth. He moved into fourth on lap two. It took until lap five before he was able to pass a very tough Mike Baker for third.

In moto two Peterson jumped into the lead with a big holeshot and he never had to look back. But the overall win could still be Dymond's if he could finish second. Dymond started the moto in second with Harley Hall third. Dymond had two seconds or so on Hall but that didn't prove to be much at all. On the fifth lap Hall made a full throttle run over the big jump and didn't let off until he was in the next turn and had shot inside of Dymond. Micky, a bit upset and surprised by Hall's move, went up on the berm and bit the dust. Dymond was able to keep third once he picked it up but that only left him in third overall with Peterson on top and Hall second.

The most bizzare finish of the night came in the finish of the first division of 125cc Beginners. Dave Cole was the first moto but could only back it up with a seventh. Clay Stanford, who finished eighth in the first moto, won the second. The overall win went to Brian Bates who finished second in both motos but was dragged across the line in the second. Rich Paul was trying to pass Bates right at the finish and put his handlebars into Bates' spokes and the two crossed the line while Bates was going over his handlebars. But he and the bike did cross the line and it was good enough for a trophy and a few bruises.

### Results

60 BEG: 1. Bobby David (Yam).
60 NOV: 1. John Howell (Yam); 2. Matt Foster (Yam); 3. Rich Thorwaldson (Suz).
MINI BEG DIV 1: 1. Jeff David (Yam); 2. Eddie Webb (Yam); 3. Chris Broders (Kaw).
MINI BEG DIV 2: 1. Juan Barreto (Yam); 2. Jim Nelson (Yam); 3. Thayne Zito (Yam).
MINI NOV: 1. Pete Loncarevich (Kaw); 2. Tim Linehan (Yam); 3. Richie Hovis (Yam).
MINI INT: 1. Jeff Barbacovi (Yam); 2. John Davis (Yam); 3. Kyle Lewis (Kaw).
MINI EX: 1. Scott Brown (Kaw).
125 BEG DIV 1: 1. Brian Bates (Yam); 2. Craig Gardner (Yam); 3. Dave Cole (Yam).
125 BEG DIV 2: 1. Jeff McKee (Yam); 2. Andy Barth (Yam); 3. Garry Garant (Yam).
125 BEG DIV 3: 1. Howard Rennaker (Yam); 2. Craig Gruwell (Suz); 3. Eric Clemson (Yam).
125 NOV DIV 1: 1. Joel Johns (Yam); 2. Bret Loudenbach (Yam); 3. James McGee (Yam).
125 NOV DIV 2: 1. Paul Colston (Kaw); 2. Larry Woody (Hon); 3. Doug Hawkins (Kaw).
125 INT: 1. Bill Thiebert (Suz); 2. Chris Heinrich (Suz); 3. Steve West (Suz).
125 PRO: 1. Todd Peterson (Yam); 2. Harley Hall (Suz); 3. Micky Dymond (Yam).
250 BEG DIV 1: 1. Jay Siddall (Kaw); 2. Pat Killam (Yam); 3. Jim Miller (Yam).
250 BEG DIV 2: 1. Carl Emery (Yam); 2. Joe DeMello (Yam); 3. Dave Weston (Hon).
250 NOV: 1. Vincent Phillippi (Suz); 2. Gary Renko (Kaw); 3. Dave Emery (Mai).
250 INT: 1. Dave Fontes (Yam); 2. John Barnes (Yam); 3. Jeff Scott (Suz).
250 PRO: 1. Todd Peterson (Yam); 2. Dave Williams (Mai); 3. Mike Kelly (Yam).
OPEN BEG: 1. Bob Fiebrantz (Suz); 2. Greg Fate (Suz); 3. Ted Borawski (Yam).
OPEN NOV: 1. Roger Guard (Mai).
OPEN INT: 1. Frank LaVres (Yam); 2. Scott McManus (Yam); 3. John Anderson (Yam).
OPEN PRO: 1. Dave Williams (Mai); 2. Dan Kerr (Mai); 3. Gary Gonzales (Mai).

## Hardick, Burworth best Speedway 117 spring finale

**By Rod Eschenburg**

CHULA VISTA, CA, JUNE 3

Yamaha Motor Corp. rider Scott Burnworth invaded Suzuki hot-shot Clint Hardick's playground, Speedway 117, on the final night of the Coke/KPRI Spring Series, and while Burnworth was able to take two straight holeshots in the 250cc Pros, it was always Hardick at the checkered flag.

In the first moto, Burnworth regained the lead midway through the round only to once again get zapped by Hardick. In the second go-'round, each time Burnworth would close it up Clint would just gas it and pull away.

Burnworth was undaunted, however, as he came back in the 125cc Pros for a hard fought win over San Diego Suzuki rider Scott Meyer.

The 250cc Junior class once again stole the sportsman rider spotlight as Clint Burger needed to finish one position ahead of season long point leader Glen Sorensen. Getting to the bottom line, Yamaha-mounted Burger just flsat zapped the field both motos and took the Coke/KPRI Spring 250cc Championship by two points as Juan Benevidez's cousin, Fernando Willis, ripped Sorensen for second.

The other sportsman class commanding attention for the Spring Championship was the Mini Juniors, where season long point leader Timmy Schoos went into the final race with only an eight point lead over a fast closing Jeff McCoy. Eric Dickerhoff and new phenomeon Cory Falter were only six and eight points back in third and fourth. Falter took his Yamaha to another win, Dickerhoff picked up second, Schoos hung on for a third, and McCoy crashed for a DNF in the second moto. So Schoos and his trusty C&V Comp. Honda took the Spring Championships, Falter and Dickerhoff wound up tied for second with Falter getting the nod off more wins, and McCoy went from second to fourth!

The ATCs were treated to a new course designed by "L.A." (Legendary Ace) Williams with lots of new jumps. When it was all over "Titanic Tommy" Gaian took his Dickson Design/Smitty's Honda to a two for two win in the 115cc Modifieds over the Danny's Machine Honda of Tim Hoy, and then came back to run a close second to Steve Wright and his 3-B Lightning Yamaha in the 140cc Modifieds. Wright took the 140cc Coke/KPRI Spring Series; his second straight since he was also the 1980 overall champ in this class. Both the big bore classes, the Open Stock, and Modifieds went to the "gold dust twins," Factory Honda riders "Dyno Dean" Sundahl and Mark "Waxey" Weixeldorfer with Waxey taking the Stocks, and Dyno Dean the Modifieds.

### Results

125cc PRO: 1. Scott Burnworth (Yam); 2. Scott Meyer (Suz); 3. Ted Brady (Suz).
250cc PRO: 1. Clint Hardick (Suz); 2. Scott Burnworth (Yam); 3. Woody Carlson (Yam).
500cc PRO: 1. Jeff Foland (Yam).
125cc INT: 1. Bobby Vrhel (Yam); 2. Mitch Palmer (Suz); 3. David Capehart (Kaw).
250cc INT: 1. Jeff Lucas (Yam); 2. Ken Coover (C-A); 3. Terry Belcher (Yam).
500cc INT: 1. Brian Showalter (Hon); 2. Tim Marsh (Yam); 3. Ric Mahlmeister (Yam).
125cc JR: 1. John Yonekura (Suz); 2. Keith Craig (Yam); 3. Chris Shaw (Suz).
250cc JR: 1. Clint Burger (Yam); 2. Fernando Willis (Yam); 3. Glen Sorensen (Hon).
500cc JR: 1. Richard Pollock (Yam).
MINI EX: 1. Ken Dunlap (Yam).
MINI INT: 1. Mike Gilmartin (Hon); 2. John Conney (Yam); 3. Lance Barnett (Yam).
MINI JR: 1. Cory Falter (Yam); 2. Eric Dickerhoff (Yam); 3. Tim Schoos (Hon).
JR CYC: 1. Jamie Conney (Yam); 2. Eddie Gaumond (Yam); 3. Tommy Clowers (Yam).
PEE WEE: 1. Dennis Dahlin (Ita); 2. Norman Gaumond (Suz); 3. Oscar Ancheta (Suz).
ATC CLASSES
125cc STK: 1. Steve Fensler (Hon).
WOMEN'S OPEN: 1. Linda Lippincott (Hon).
OPEN STK: 1. Keith Callen (Hon); 2. Jeff Harlan (Hon); 3. Lewis Howard (Hon).
115cc MOD: 1. Tom Gaian (Hon); 2. Tim Hoy (Hon); 3. Mike Parker (Hon).
140cc MOD: 1. Steve Wright (Yam); 2. Tom Gaian (Hon); 3. Gary English (Hon).
OPEN MOD: 1. Mike Coe (Hon); 2. Steve Wright (Yam); 3. Duce Stewart (Hon).

## Jones, Turner, Wiseman grab SSM laurels

**By Terry Whytal**

ORANGE, CA, MAY 30

Standard Crank-sponsored Clark Jones piloted his Husky to the Open Pro class victory at this week's SSM race. Jones' Swedish machine easily handled the new Saddleback sand sections that have been added in recent weeks despite the track's increasingly tough conditions.

Jones' main competition came from Anaheim Suzuki rider Scott Cavness, who managed to hold off a charging Scott Johnson and finished a close second to Jones in the first moto. Johnson's Maico crossed the line in third and Husky rider Mike Monaghan picked up fourth.

Jones again took the early lead in round two with Cavness, Johnson and Monaghan battling for second. Johnson dropped from the race with mechanical problems and Monaghan slipped in for the runner-up slot at the finish. Jones went home with the big share of the cash, with Cavness earning second place money and Monaghan taking third.

Suzuki riders Ron Turner and Clint Hardick sandwiched Yamaha-mounted Scott Gillman in the 250cc Pro clash. Gillman was on the mark in moto one action as he powered to the win. Turner and Hardick followed across the finish as Ammex rider Gary Jones picked up fourth.

Turner came to the line for the start of moto two determined to re-establish his domination of Saddleback and he quickly proved his capabilities by jamming his way into the lead. Hardick and Gillman put on a show as they dueled for the number two position wiht Hardick getting the nod. Overall Turner took the win, Gillman finished second, Hardick was third and Jones took fourth.

Steve Wiseman headed the field of 125cc Pro riders with a clean sweep of the day's action. Wiseman put his Suzuki water-pumper out front of the second place duel between Yamaha riders Mike Gosselaar and Dirk Stropp and cruised to the checkers.

Gosselaar and Stropp split the runner-up honors and Gosselaar took the second place purse money by virtue of the second moto tie-breaker rule. Stropp collected third place and Suzuki rider Robert Ellis picked up fourth.

### Results

OPEN PRO: 1. Clark Jones (Hus); 2. Scott Cavness (Suz); 3. Mike Monaghan (Hus).
250cc PRO: 1. Ron Turner (Suz); 2. Scott Gillman (Yam); 3. Clint Hardick (Suz).
125cc PRO: 1. Steve Wiseman (Suz); 2. Mike Gosselaar (Yam); 3. Dirk Stropp (Yam).
OPEN INT: 1. Scott Boek (Hon); 2. Alan Olson (Mai); 3. Mike Hair (Yam).
250cc INT: 1. Bill Boyer (Yam); 2. John Barnes (Yam); 3. Gary Sowers (Suz).
125cc INT: 1. Warren Lowe (Suz); 2. Charles Williamson (Suz); 3. Ron Varela (Suz).
VET EX: 1. Alan Olson (Suz); 2. Marvin Olson (Yam); 3. Jim Beltinck (Mai).
VET NOV: 1. Jody Weisel (Suz); 2. Bob Demiranda (Mai); 3. Ron School (Mai).
OPEN NOV: 1. Eric Andersen (Hus); 2. Richard Pelleck (Yam); 3. Dennis West (Hus).
250cc NOV: 1. Philip Siekirk (Yam); 2. Daniel Englebert (Hon); 3. Pete Ackerarey (Yam).
125cc NOV: 1. Jose Hernandez (Suz); 2. James Carstairs (Yam); 3. Mark McHenry (Suz).
250cc BEG: 1. Bob Cummings (Hon); 2. Dana Duke (Hon); 3. Teven Quinn (Hon).
125 BEG: 1. Scott Bower (Suz); 2. Brian Bates (Yam); 3. E.J. Lease (Yam).
MINI BEG: 1. Wayne Zito (Yam); 2. Jeff Manning (Kaw); 3. Danny Carnade (Kaw).

## Cannon family dominates Corona ST/HM

**By Elaine Jones**

CORONA, CA, MAY 27

Brothers Curtis and Chris Cannon had a piece of the dough in all the Money races at Corona Raceway, with little brother Curtis coming up with the most loot.

The 250cc Money short track had Ross Klatt aboard his Santa Ana Kawasaki out on top with Jimmy Snow second and Curtis Cannon third. Curtis got by Snow in short order but Klatt proved to be a more difficult matter. Two laps later Cannon was able to get a wheel under Klatt, and then all he had to do was worry about having Klatt behind him. It didn't seem to phase the Norco ace as he rode a smooth, mistake free line. With two laps to go Klatt developed mechanical problems and Snow was more than happy to take over the second spot.

The 250cc Money half mile looked like an instant replay of the short track with Klatt out in front, Snow second and Cannon third. This time Klatt and Snow were ready for Cannon and he was blocked at every turn for nine of the 10 laps. On the final lap when Snow relaxed for an instant, Cannon was there and got by to take the second behind Klatt.

The Open Money half mile was big brother Chris' turn and a bad start off the line by Dorothy Rowe sewed it up for Chris.

Robert Little lived by the saying, "practice makes perfect." In pursuing this line of thinking he would ride the Open Novice class which was his skill level, and then the Open Amateurs for the extra track time with the stipulation that if he took a placement he would automatically move up. Well, he ended the evening with a double whammy and a transfer to Amateur two ways. Little had a double win in the Novice, topping Mike Bouvy and Mike Yarbrough on the short track and Mike Bouvy and Rob Hackman on the half mile. This gave Little three wins on three separate nights of racing which means a transfer to a higher rating. If that wasn't enough he came back in the Amateur half mile and chased Dan Kane for almost half the race before passing him and taking the win.

### Results

SHORT TRACK
125: 1. Jason Bell (Yam); 2. Don Ambrose (Yam); 3. Roy Skinner (Hon).
250 NOV: 1. J. Ward McKee (Kaw); 2. Derrick Van (Yam); 3. Steve Smith (Yam).
250 AM: 1. Bobby Beer (Yam); 2. Mike Hart (Hon); 3. Jeff Runyan (Yam).

250 EX: 1. Jimmy Snow (Yam); 2. Mike Kirby (Yam); 3. Billy Brooks (Yam).
OPEN NOV: 1. Robert Little (Yam); 2. Mike Bouvy (Hon); 3. Mike Yarbrough (Yam).
OPEN AM: 1. Jeff Johnson (Yam); 2. Ron Bartels (Yam); 3. Dan Kane (Yam).
OPEN EX: 1. Steve Karsten (Yam); 2. Ron Bell (Yam); 3. Dean Sykes (Yam).
250 MONEY: 1. Curtis Cannon (Yam); 2. Jimmy Snow (Yam); 3. Ross Klatt (Kaw).
HALF MILE
125: 1. Jason Bell (Yam); 2. Jim Fudge (Yam); 3. Roy Skinner (Hon).
250 NOV: 1. J. Ward McKee (Kaw); 2. Derrick Van (Yam); 3. Paul Contreras (Bul).
250 AM: 1. Bobby Beer (Yam); 2. Jeff Runyan (Yam); 3. John Barrick (Yam).
250 EX: 1. Jimmy Snow (Yam); 2. Greg Nelson (Yam); 3. Mike Kirby (Yam).
OPEN NOV: 1. Robert Little (Yam); 2. Mike Bouvy (Hon); 3. Rob Hackman (Nor).
OPEN AM: 1. Robert Little (Yam); 2. Jeff Johnson (Yam); 3. Dan Kane.
OPEN EX: 1. Ron Bell (Yam); 2. Dean Sykes (Yam); 3. Bill Matherson (Yam).
250 MONEY: 1. Ross Klatt (Yam); 2. Curtis Cannon (Yam); 3. Jimmy Snow (Yam).
OPEN MONEY: 1. Chris Cannon (Yam); 2. Dorothy Rowe (Yam).

## *Peterson returns at CMC Ascot MX*

**By Tom Corley**

GARDENA, CA, MAY 28

The king of the 125 and 250cc Pro classes at Ascot, Todd Peterson, returned this evening to see whether or not he was still capable of beating the competition after a foot injury last month. Now ready physically, Peterson entered both Pro classes and picked up two first place cash awards, these being the first yet this season.

By far, the most exciting moto that Peterson was involved in was the first moto of the 125s. Doug Bowers shot out ahead but soon John Chwastyk, who won last week, took over the lead. Peterson was back in third and making every effort to move up. He finally got by Bowers on the small jump that has a trash can to the right of it. The two riders were charging towards the can, one of them had to give and it was Bowers. Doug veered to the extreme right and went off the track. Peterson took over and was after Chwastyk. He finally caught John on the corner before the finish and hooked the inside line for the win over Chwastyk and Bowers.

In the second moto Todd had to compete against the Roost Factory ace Frank Pilato but came out of it ahead of Frank while Bowers was third, followed by Dave Hamada. On the payoff list it was Peterson, Bowers, Pilato, Hamada and Chwastyk.

Peterson went for two straight moto wins in the 250cc Pro contest as well. Dave Gerig took a fall which ruined his chances but still Dave took third overall behind Russ Wageman. ●

### Results

60 JR: 1. Ronnie Desnford (Yam); 2. Duane DeArman (Yam).
60 INT: 1. Jason McFarland (Yam).
80 JR DIV 1: 1. Jim Collier (Kaw); 2. Brian Werle (Yam); 3. John Keefer (Yam).
80 JR DIV 2: 1. Donald Whitman (Suz); 2. Scott Moore (Suz); 3. Bobby Dykes (Suz).
80 INT: 1. William Surratt (Kaw); 2. Richard Fleming (Yam); 3. Trey McFarland (Yam).
100 JR: 1. Mike Hughes (Suz); 2. Rich Lloyd (Suz).
125 JR DIV 1: 1. Richard Reese (Suz); 2. Bob Fisher (Yam); 3. Rod Colburn (Yam).
125 JR DIV 2: 1. Rick Palladino (Yam); 2. Rob Rundle (Suz); 3. Bruce Delgado (Suz).
125 INT: 1. Craig Cable (Yam); 2. SEan Gilboy (Suz); 3. Glen Roden (Hon).
125 PRO: 1. Todd Peterson (Yam); 2. Doug Bowers (Yam); 3. Frank Pilato (Suz).
250 JR: 1. Gene Northam (Hon); 2. Jeff Bedworz (Suz); 3. Jeff Geiger (Hon).
250 INT: 1. Scott Crawford (Yam); 2. Rick Johnson (Yam); 3. Dan DeYoung Mai).
250 PRO: 1. Todd Peterson (Yam); 2. Russ Wageman (Yam); 3. David Gerig (Hus).
500 JR: 1. Wessly Lennon (Suz); 2. Pete Sebring (Yam).
500 INT: 1. David Ellison (Mai); 2. Jim Kesler (Yam).
500 PRO: 1. David Gerig (Hus); 2. Dale Lewis (Mai); 3. Chuck Lunde (Yam).
VET JR: 1. Terry Nelson (Yam); 2. Bob Kitchens (Mai).
VET INT: 1. Dickie McMillen (Hus).
OLD TIMER JR: 1. Jim Gates (Suz); 2. John Leisner (Suz).
OLD TIMER MASTER: 1. Ed Ott (Yam).


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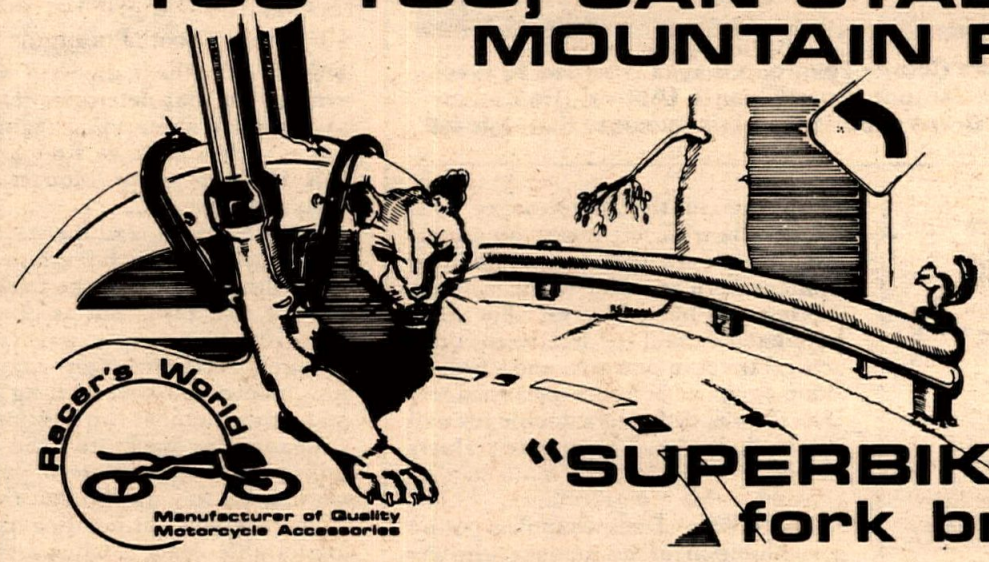

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# NORTHERN DATELINE

**(Top) Main Street at the Ventura County Fairgrounds was crowded all weekend long with U.S. Motorcycle Jamboree participants. (Above) The 23-man stunt by the McLaglen Motor Corps experienced brief success then this fall.**

## SCMA conducts U.S. Motorcycle Jamboree

**By R. Fisher**
**Photos by Gary Phelps/ Star-Free Press**

VENTURA, CA, MAY 23-25

The fifth U.S. Motorcycle Jamboree, sponsored by the Southern California Motorcycling Association, was held at the Ventura County Fairgrounds on Memorial Day weekend. Entries started arriving on Friday evening and kept on arriving all through Saturday and Sunday until 5400 motorcycle enthusiasts were signed in. There also were four foreign countries represented: Holland, Germany, England and Canada.

Participants had pancake breakfasts on Saturday and Sunday, then plenty of activities to entertain them during the Jamboree. There were continuously run motorcyle movies during the day; bands playing in the afternoon; contests for best dressed clubs, couples and individuals; field events; hospitality rooms set up by various associations such as the Harley-Davidson Owners Association and the Motorcycle Safety Foundation; two exhibition halls with everything from Harley dealers displays to your favorite decal ironed onto a T-shirt; and demonstrations by several motorcycle product companies, such as spark plugs and tires.

After the sun started setting, all were invited to go to the grandstand arena section where the *That's Incredible* crew were filming the Victor McLaglen Motor Corps motorcycle stunt team for showing on television sometime this fall. The McLaglens put on an exhibition of about 26 stunts including an attempt to put 23 men on one motorcycle. Deep ruts in the performance area caused the trick to come to an abrupt stop after the 23rd man had boarded and the 23-man stunt fell in a heap. No one was hurt, however. The team commander said it has been done several times in practice, and it will be done again at a future performance. The show ended with a double firewall crash done by Commander Harry Fisher.

After this performance, "The Wheelie King" Doug Domokos put on an exhibition of his famous wheelies that left everyone astounded. His reputation of Wheelie King is certainly well-founded. After the show, the Jamboree Committee had a dance planned with a terrific live band. Late that night the fairgrounds quieted down to a good night's sleep.

The following day, there were more field events, best-dressed judging, best motorcycle judging, exhibition halls were open, motorcycle films shown, product demonstrations, band in the afternoon, then another Jamboree treat — the Seattle Cossacks.

At dusk, Doug Domokos put on another wheelie demonstration including riding the back wheel of his Kawasaki up a ramp onto the trunk of a car, onto the top, down onto the hood, across onto the trunk of another car and up over the top of it, down onto the hood and finally the ground — without even once touching his front wheel on either car.

If I hadn't seen it with my own eyes, I wouldn't have believed it! Of course, the first attempt of the evening was up over the *hood* of the car, but after the frame hit the windshield and broke it, much to Doug's surprise, he decided to try it from the other angle.

After this fantastic exhibition by the world's greatest wheelie expert, the audience was treated to a show by the Cossacks. This was a very exciting performance by a team with over 90 years total experience in stunt riding among its members and who rode vintage Harley-Davidson motorcycles. They drove down from Seattle, WA specifically to perform at the Jamboree, and the audience enjoyed every minute of that performance.

One of the team's specialties is their "3-Up" with one man sitting on the driver's shoulders, and another man sitting on that man's shoulders. At the end of their performance, the Cossacks and the McLaglen's got together on the same infield to combine and do a few stunts together. The crowd was thrilled to see how well these two famous stunt teams performed together. This was the first time the two teams had worked together, and it was done without any practice.

Over $5,000 worth of trophies were presented throughout the weekend, and everyone I talked with felt they got their money's worth out of their ticket. We all look forward to the next Jamboree. The SCMA sure knows how to put on one heck of a motorcycling weekend.

## Podergois nails it at Tulare TT

**By Cora Jones**

TULARE, CA, JUNE 6

After a hard fought heat race with Rod Sullivan in the 500cc Expert race at the Tulare Fairgrounds TT, winner Scott Podergois pulled to the line for the main event with determination, but determination alone is not enough when riding against high quality riders such as Rod Sullivan, Don Howard, Steve Monger, Tony Urias and Steve Hill.

It was Hill who read the starter and got the holeshot which put him a good bike length in front of the pack going into the first turn. But as they came out of the first turn, it was Yamaha-mounted Scott Podergois taking the high groove and never letting off the gas into the number two position.

Meanwhile back in the pack, Sullivan was taking care of business, working his way up through the pack while Podergois was building himself a comfortable lead. Halfway through lap three, Sullivan broke loose from the pack and was in hot pursuit of Podgerois, but Podergois had built too much of a lead for Sullivan to overcome.

In other action, Chuck Thompson, in the 250cc Junior class, jumped out front and stayed there until they reached the front straightaway when Alan Urias overpowered Chuck to slide into first. However, it was not an easy win for Urias as Thompson was right there waiting for the mistake that never came.

After an outstanding heat race, 12 hard charging 250cc Experts pulled to the line for the main event. As the starter dropped the green flag, it was anybody's race going into the first turn, but Rod Sullivan took the high groove to fly around the pack and come out on top with Rob Warren in second and Rob Ely following close behind for third. Sullivan stretched his lead on each lap.

As Sullivan crossed the start/finish line to take the white flag, one could tell he was having mechanical problems and began to lose ground. Going through the last lap, Rob Warren rapidly closed the gap followed closely by Donnie Howard (who passed Rob Ely in the second right-hander on the last lap).

As Sullivan rounded the sweeper, the pack was gaining ground quickly and at the finish, all hope for a win by Sullivan had vanished as Warren edged Sullivan out taking the win, with Sullivan and Howard finishing in a near photo finish which favored Sullivan.

Rick Newby, after a six-year layoff, came back to ride in the 500cc Junior class. It was Newby who got off the line first and was out front going into the first turn followed by Jim Stafford and Gary Jones. Newby was never seriously challenged as he lengthened his lead on each lap. The real race was for second place between Stafford and Jones, but Stafford hung on and came in for second.

In the Open Novice/Junior combined class it was hard to tell who would come out on top as the pack charged into the first turn, but as they came out, Steve "Superman" Martin was leading, only to be passed on the back straight by Jim Lynch with Chuck Evans in hot pursuit.

On the last lap, Evans made a hard charge to take the lead going into the first turn only to have the door closed by Lynch. Evans again found a little more throttle as he rounded the sweeper coming onto the front straightaway but couldn't quite pull it off at the finish.

The next race in District 35 will be a half mile at Tulare on June 20.

### Results

PEE WEE: 1. Jason Huckleberry (Yam); 2. Mike Becerra (Suz); 3. Jodi Nunes (Yam).
80 NOV: 1. Jason Craven (Yam); 2. Todd Alberti (Yam); 3. David Jones )Yam).
80 EX: 1. Craig Howard (Yam); 2. Joe Avila (Yam); 3. Duane Wilson (Yam).
100 EX: 1. Craig Howard (Yam); 2. Dean Snell (Yam); 3. Joe Avila (Yam).
125 NOV/JR: 1. Donnie Harrell (Suz); 2. Wes Richard (Suz); 3. Frank Whisham (Yam).
125 EX: 1. Ryan Land (Yam); 2. Robert Land (Suz); 3. Mike Jones (Yam).
250 NOV: 1. Matt Smoljian (Yam); 2. Marv Davis (Yam); 3. David Croft (Yam).
250 JR: 1. Alan Urias (Yam); 2. Chuck Thompson (Bul); 3. Bobby Beer (Yam).
250 EX: 1. Robbie Warren (Yam); 2. Rodney Sullivan (Yam); 3. Donnie Howard (Yam).
500 NOV: 1. Tony Harrell (Hon); 2. James Moffitt (Bul); 3. Stuart DeFord (Yam).
500 JR: 1. Rick Newby (Tri); 2. Bob Stafford (Yam); 3. Danny Jones (Yam).
500 EX: 1. Scott Podgerois (Yam); 2. Rodney Sullivan (Yam); 3. Donnie Howard (Yam).
OPEN NOV/JR: 1. Jim Lynch (Tri); 2. Chuck Evans (Yam); 3. Scott Reed (Tri).
OPEN EX: 1. Doug Garrison (H-D); 2. Shawn Leopold (Yam); 3. Ray Comer (Tri).
ODY SS: 1. John Saltzman; 2. James Clark; 3. Robert Box.
ODY PP: 1. Andrea Clark; 2. Georgia Alberti; 3. Carla Clark.

## Yamamoto takes Huetter flat track wins

**By Judy Roe**

HUETTER, ID, JUNE 4

In racing action this week at Huetter Speedway's flat track, Ron Yamamoto of Spokane walked away with the 500 and Open Expert wins, while second place went to Arnie Wick. Arnie is now well known for his unavoidable motocross stunt in the Junior semi at the Boise TT which initiated debatable protests from other riders in that semi.

Tony Cruickshank took third in the 500 and Open Expert, as well as first in the 250cc Expert class for the second week in a row. Brian Sawyer came back from a bad start in the first week's action to place second in 250cc Expert.

In the 125cc Expert class, Kevin Snyder placed first with Rickey Bell placing second. Snyder was also hot in the 250cc Amateur class when a trial ride on a new bike produced a first place trophy. Tracey Collins was second with Rickey Bell third.

The Amateur classes have drawn a large crowd this year. In the 500cc Amateur class, Bill Capellen was the overall winner, Pat Montandon held

second place, and Phil Hamby was third. Hamby also took first place honors for the second week in a row in the Open Amateur class with Ken Duncan in second and Tom Lepo placing third.

The Mini class has been exciting this season — a little too exciting for Rob Ferrell, who broke his arm in last week's action, but was at the track to cheer on the rest of the riders this week. Lowell Thompson placed first, Joey Kopp was second, and Tim Gewecke got third.

Huetter Speedway will be running every Thursday evening, weather permitting, and more information can be obtained by calling 208/765-5005.

### Results

MINI EX: 1. Lowell Thompson (Yam); 2. Joey Kopp (Kaw); 3. Tim Gewecke (Hon).
125 AM: 1. Joey Kopp; 2. Todd Sawyer.
125 EX: 1. Kevin Snider (Yam); 2. Ricky Bell (Yam).
250 AM: 1. Kevin Snider (KTM); 2. Tracy Collins (Yam); 3. Ricky Bell (Yam).
250 EX: 1. Tony Cruickshank (Yam); 2. Brian Sawyer (Hon).
500 AM: 1. Bill Capellen (Hon); 2. Pat Montandon (Hon); 3. Phil Hamby (C-A).
500 EX: 1. Ron Yamamoto (Yam); 2. Arnie Wick (Hon); 3. Tony Cruickshank (Yam).
OPEN AM: 1. Phil Hamby (C-A); 2. Ken Duncan (Yam); 3. Tom Lepo (Hon).
OPEN EX: 1. Ron Yamamoto (Yam); 2. Arnie Wick (Hon); 3. Tony Cruickshank (Yam).

## Preston, Wosick, Schlag pummel D-36 benefit MX

**By Sallee Hilton**

BRENTWOOD, CA, JUNE 7

Michael Preston (Suz), Larry Wosick (Suz) and Joey Schlag (KTM) topped the Expert classes at the District 36 Benefit MX at Sand Hill Ranch.

District officials put on this event each year as a fund raiser for an awards banquet to honor the top riders in each category. There was a good turnout of participants in spite of hot, dry winds doing to the Sand Hill course just what the name implies.

Although Preston's starts in both 125cc motos were not what you could call holeshots, he was close enough to work up to second-running quickly in each. Bryan Wargo (Yam) took the lead away from Scott Rebuck (Suz) by the end of the first lap of moto one and held it for most of the race. With Preston hot on his heels, Wargo felt the pressure and blew a tight turn, going down. Wargo became the chaser and Preston the chasee, and the finish went down in that order. Rodney Smith (Suz), looking especially good lately, bested Rebuck for third after some hot racing for that spot.

Smith came off the gate out front for the second moto, but a run of bad luck put him at the back of the pack of 30 riders. Wargo led for a while, with the U.S. Suzuki rider, Preston, sticking to him like glue. Again, Wargo went down, and Preston took over. Wargo got going in time to hold on to the second, but half a mile behind Preston. This time Allen Silhanek (Yam) got third, and Rebuck again was fourth.

Another Suzuki-sponsored victory was Wosick's overall win in the 250cc class. He really had to work for it. KTM rider Joey Schlag, one of the District's best, gave Wosick a run for the money in the first moto. For a while it was a real cliff hanger, with the dynamic duo swapping the lead until Schlag got off and didn't have time enough for the catch-up game. Attention was diverted to some heavy racing going on behind Schlag in a duel for third between Rod Smith and Shawn McConn

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Saturday, July 4
Moto 1 of Motocross
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Practice - 9 am
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| 85cc | Stock | 7-11 yrs |
| 85cc | Modified | 7-11 yrs |
| 85cc | Stock | 12-14 yrs |
| 85cc | Modified | 12-14 yrs |
| 100cc | School Boy | No age limit |
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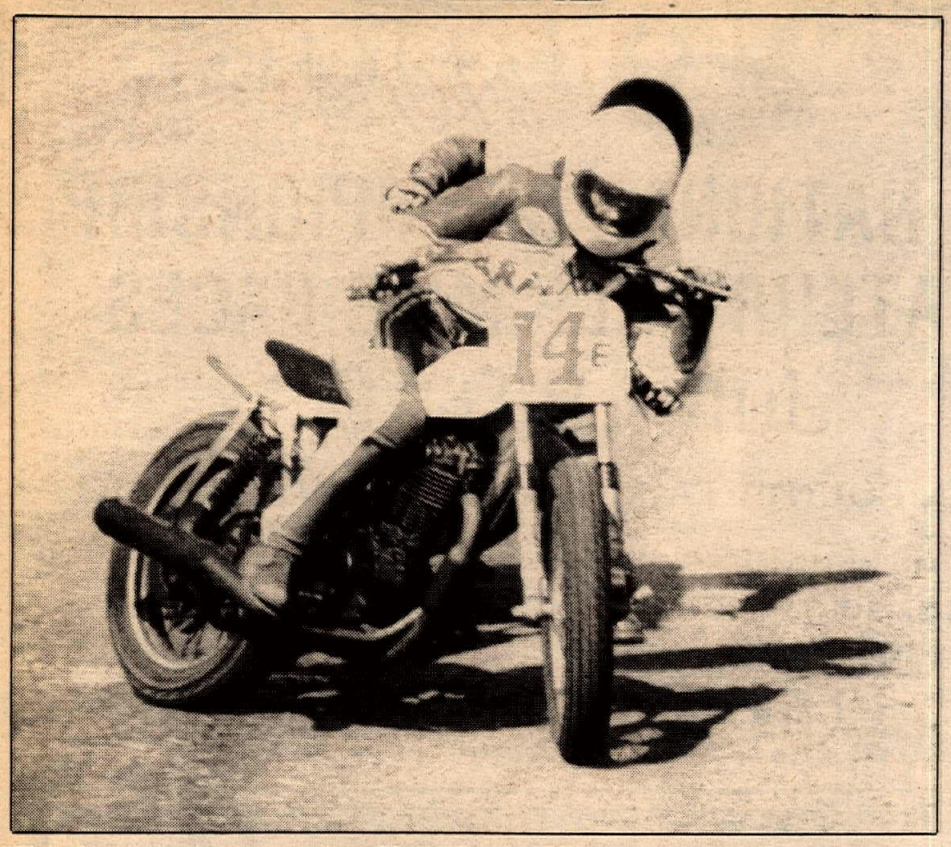

**Rich Arnaiz is about to collect Mark Key in 500cc Expert at Lodi's short track.**

(Yam). McConn took the flag just ahead of Smith.

The second time out saw Schlag right behind Smith, breathing down his neck, wanting that lead spot badly. Schlag lost a chain and a great deal of time putting it back on, only to get back into the race and crash. Wosick had a bad start but came from mid-pack to second in the first half of the race, and spent the second half trying to convince Smith to trade. Smith hung in there, barely making it across the finish line ahead of Wosick but still second to him for the overall payback. George McNamara (Yam), with a sixth and a fourth, copped third overall money.

Wosick and Schlag went at it again in the Open class. Each had a win, but Schlag's third bested Wosick's fourth in opposing motos to give him the top cash. Dean Wiggins (Mai) was up there close enough both times to get the third-place money.

This event was the final of a District 36-sponsored series of MX races for Old Timers and Vets. High point trophies were given to the top three riders in each of the Novice, Junior and Expert classes. Competitors were scored on the best three of four different races at widely scattered northern California track locations.

The Annual Awards Banquet, funded in part by this race, will be held in December. It seems a safe bet that all the riders who cashed in this time will be among the top 20 motocross riders who will be honored along with top riders in short track, cross country, enduro, etc.

### Results

VET NOV: 1. Darrel E. Lawson (Yam); 2. Domond Lee (Kaw): 3. Morley Baker III (Yam).
VET JR: 1. Bryan Roloff (Suz); 2. Steve Wise; 3. Allen Bray (Hus).
VET EX: 1. Paul Bostrom (Hon); 2. Steve Ferroni (Yam); 3. Scott Davis (Mai).
125 EX: 1. Michael Preston (Suz); 2. Bryan Wargo (Yam); 3. Scott Rebuck (Suz).
OT NOV: 1. Ron Clawson (Mai); 2. Ralph Miller (Yam); 3. Don Montgomery (Hus).
OT JR: 1. Mike McKee (Yam); 2. Gary Nauman (Hus); 3. Arley Anthony (Mai).
OT EX: 1. Jack Lewis (Mai); 2. Bill McClinton (Mai); 3. Ernie Cabral (Suz).
125 JR: 1. Jeff Cabral (Suz); 2. Eric Risley (Yam); 3. Shane Gurnsey (Yam).
125 NOV DIV 1: 1. Tony Richards (Suz); 2. Dan Boles (Yam); 3. Jim Sisemore (Suz).
MINI NOV: 1. Mike Pascarella (Yam); 2. Tyrone Earl (Yam); 3. Richard Davis (Yam).
MINI JR: 1. Marcus Sabado; 2. Todd Donaldson (Yam); 3. Sean Duncan (Kaw).
MINI EX: 1. Tyson Vohland (Yam); 2. Tony Flores (Yam); 3. Curt Bissell (Yam).
125 NOV DIV 2: 1. Robert Connor (Suz); 2. Mike Torres (Suz); 3. Rick Fiegel (Yam).
250 EX: 1. Larry Wosick (Suz); 2. Rodney Smith (Suz); 3. George McNamara (Yam).
250 JR: 1. Brian Otto (Yam); 2. Scott Fendorf (Suz); 3. Scott Casteneda (Yam).
250 NOV DIV 1: 1. Steve Machado (Yam); 2. Alex Stroup (Yam); 3. Al Griego.
250 NOV DIV 2: 1. Earl Tanner (Yam); 2. Rick Mythen (Kaw); 3. Eddie Gold (Hon).
PP EX: 1. Kathy Wall; 2. Debbie Jamerson (Suz); 3. Jeanie Morgan (Kaw).
PP NOV: 1. Tracy Gallo (Yam); 2. Jeri Marquardt (Hon).
100 NOV: 1. Chad Chastain (Suz); 2. Billy Powell (Yam).
100 EX: 1. Chris Plain.
OPEN EX: 1. Joey Schlag (KTM); 2. Larry Wosick (Suz); 3. Dean Wiggins (Mai).
OPEN JR: 1. Matt Arena (Yam); 2. Kennie Klein (Suz); 3. Jim Domenighini (Yam).
OPEN NOV: 1. David Leat (Yam); 2. Bill Willis (Hon).

## Jorgensen and Carr take Lodi ST part one

**By Bill Spencer**

LODI, CA, MAY 30

With the price of everything going sky high, many Bay Area riders appreciate the double headers of late where they can get two races in without having to travel a great distance. Despite this fact, it was mostly the local troops doing the necessary deeds of winning with Alex Jorgensen a double winner in the 250cc Expert class, and 10-time National Amateur Champ Chris Carr doing likewise in 250cc Junior, both on Can-Ams. Saturday night ran smooth and cool with the Lodi M.C. doing their usual good job while the food at the M & D Sunday event was the highlight with some great racing and a lot of bashing.

A completely reversed program was on slate for Saturday night, and it was the new TT500 out of McGill Cycle the winner with Mark Key up and over Aaron Hill and Dave Boyles, both Honda mounted. Brian Pedro did a great job of winning the Junior class. Old man Don Clasby returned winingly to the racing scene cloned as a Novice, but Bart Barfly knows he was a big-time Expert many years ago.

Once the starts got down right, it was no contest for Alex Jorgensen and his ever-fast-and-quiet 250 Can-Am. Dave Boyles did the fancy part of racing on the Spinetti Honda with Mark Key in for third over Joe Knight and Kim Jorgensen after Billy Arbogast slipped wide off the groove.

Chris Carr came up with the magic combination in the 250cc Junior main taking a great win over much-improved Greg Gary, Mike Cronk on an old Power Dyne Vehicle and Al Rudy on the Rudy Arco special. Danny McDonnell survived the 250cc Novice class the best for that win.

In the lighterweight classes, it was Dwight Linch the 200cc Novice winner, Marv Dunham taking the 125cc Junior class and Joe Parker first in 125cc Novice over Troy Watts.

Mini bike mains in the late night aren't the hot set-up, but the kids propped their eyelids up and went at it with the usual enthusiasm. Winkie Freitas won 100cc Expert with little problem taking Kelly Fischer to second while Ted Taylor continued his domination of 80cc Junior, Jon Noyer doing likewise in 80cc Novice.

Mike Macedo continues to dazzle the assembled 80cc Experts when he wants, taking a good win tonight despite the hard charges of Freitas. Tommy Knight of the younger generation came in third for valuable Black Plate mini points.

### Results

500 EX: 1. Mark Key (Yam); 2. Aaron Hill (Hon); 3. Dave Boyles (Hon).
500 JR: 1. Brian Pedro (Hon).
500 NOV: 1. Don Clasby (Hon); 2. Jeff Marting (Mon).
360 JR: 1. Kelly Bennett (Hon); 2. John Carter (Hon).

250 EX: 1. Alex Jorgensen (C-A); 2. Dave Boyles (Hon); 3. Mark Key (Yam).
250 JR: 1. Chris Carr (C-A); 2. Greg Gray (Yam); 3. Mike Cronk (Gri).
250 NOV: 1. Danny McDonnell (Hon).
200 NOV: 1. Dwight Linch (C-A).
125 JR: 1. Marv Dunham (Yam).
125 NOV: 1. Joe Parker (Hon); 2. Troy Watts (Yam).
100 EX: 1. Winkie Freitas (Yam); 2. Kelly Fischer (Yam).
80 JR: 1. Ted Taylor (Yam).
80 NOV: 1. Jon Noyer (Yam).
80 EX: 1. Mike Macedo (Yam); 2. Winkie Freitas (Hon); 3. Tommy Knight (Suz).

## Pearson, Scott, Hames lead California sweep in Boise TT

**By Marty Scott**

BOISE, ID, MAY 24

Oregon's Brad Hurst led every lap of the Expert main event except the one that counted as he fell on the final lap. This enabled Scott Pearson of San Jose, CA on his Harry Lillie-tuned 750 Yamaha to make it three in a row at the AMA Western Regional dirt track series opener here. The event was being rerun following an earlier rainout April 26.

Brad Hurst, who set the track record the first time out in April at 22.06, was once again the top qualifier with a much slower time of 22.96. Washington's Lars Trulson was second at 23.14. Jeff McDaniel rounded out the Expert polesitters with a 23.20. Pearson had the fourth fastest Expert time at 23.28.

Junior rider Billy Scott came in with a super qualifying time of 23.21. This time would have qualified for the Expert dash but with rules as they are, Scott had to settle for the pole in the first Junior heat and trophy dash. Oregon's John Speck was next at 23.32; California's Tom Walton was close behind at 23.34. Idaho's Jerry Moore rounded out the Junior heat polesitters at 23.74.

The Expert main event was run before the Junior semis because of threatening skies. KRW/Messeler/Panther Racing Frames-sponsored Brad Hurst was off with the holeshot on the green. Scott Pearson on the Arai/Harry Lillie/Castrol/Interpart/Circle Bell Industries Yamaha wasn't far behind. Mickey Fay on the Roger Stanley/American Honda 500 was in third with Simpson Sports-sponsored rookie Jeff McDaniel fourth.

Hurst continued to lead throughout and built up a substantial margin over Pearson until the white flag lap. Disaster then struck Hurst as his front brake locked up at the top of the straightaway, and he ended up on his head. Pearson was now on his way to his third win in as many years. Fay held off a determined McDaniel who had given him all he could handle for second.

The nation's top Novice, Pete Hames of Simi Valley, CA on his Jack Dannenburg-tuned/Corona Raceway/Bill's Pipes Kawasaki, led every lap of the Novice main despite early pressure from Washington's Randy Green. Green and his Honda had to settle for a well-deserved second over Californian David Boyles on a Honda. California also took the fourth and fifth spots as David Rosa and Danny Moore had a good battle throughout.

In the Junior main, Red Bluff, CA's Billy Scott, the 1980 AMA Western Regional Novice Champion on his Oilzall/Knight Racing/Dave Bird-tuned Yamaha, took the lead on the green. Washington's Ron Yamamoto on Dan Atkinson's Yamaha was running a close second until lap two when he got off hard at the top of the hill. He was up and OK.

Scott was now home free as he led every lap throughout and took the win by a large margin over Idaho's David Cruckshank. Tommy Walton came from the back row for third over Idaho's Jerry Moore. This was Scott's third big win this year; the first two were in Junior national invitational events at Houston and San Jose.

All that was left now were the trophy dashes, and once again it was a California sweep. Scott Pearson was off and gone in the Expert dash. Billy Scott followed with the Junior win, and Pete Hames rounded out the big California day with the Novice win.

## Jorgy and Boyles win Lodi ST part two

**By Bill Spencer**

LODI, CA, MAY 31

The only thing really wrong with Sunday morning racing stems from the night before, especially if it was a fun run and they were running, or in this case, trying to run a National back East. Alex Jorgensen was all smiles after the night race and the next morning, secure with his decision to save some bucks and an engine in the H-D and go back next week for Indy, knowing about a rain delay at Louisville. Once the heads get clear and practice is done, things are always brighter.

Leading out the main events was 80cc Expert with Tommy Knight doing the leading. Tommy has been coming on strong like cousin Joe and showing well for his age and size, both of which are being worked on. Winkie Freitas worked hard to get around, did and took the win with Knight holding onto second over Mike Macedo, Kurt Chandler and Kelly Fischer. Combining the 80cc Novice/Junior class was a good idea for a time saver, and it was

Ted Taylor once again taking the win, Jon Nunez second and Jon Noyer the first Novice.

Steve Mayfield had the 100cc Expert class all sewn up with some fancy racing lines that held Winkie Freitas in line until Winkie forced the issue and made an inside move that left Mayfield down and out. Kurt Chandler took the non-disputed event for second place with Dean Vincelet in for third, both riding Salinas Kawasaki KXs.

Oregon had a new kid on the move in Robbie Blagg down from last night's ST at Chico. He borrowed the rear wheel off Chris Carr's 100 and put the Goodyear to good use, winning 125cc Novice/Junior in a come-from-behind battle. Ron Risk was second with Rick Frisk in for first in the 200cc affair.

Chris Rudy overcame the Saturday night jitters to win the 250cc Novice show on the Rudy Arco Yamaha while Danny McDonnell took second on his Honda. Greg Gray led much of the 250cc Junior event in good style but let Chris Carr get a wheel around in a fantastic pass that put the Can-Am rider way out front for the win.

Billy Arbogast led off the hotly disputed 250cc Expert run but got wide off the number four corner, letting Alex Jorgensen have the lead, and that was that for the win. Mark Key got by along with Dave Boyles for second and third with Billy holding onto fourth after some hairy scary crashing went on around him.

Once again, Don Clasby took 500cc Novice like taking candy with Kirk Howell in for second. Jim Cutts had the hot line in 500cc Junior despite some great racing and passing attempts from John Carter. The two really had a good battle going. Kelly Bennett had a little problem with his brakes and T-boned Cutts, taking him out. He then made a pass on the fast departing Carter when his sprocket knock-off came undone. Brian Pedro held second to the checkered with Roy Fischer in for third.

Rich Arnaiz couldn't afford the trip back East and took the 500cc Expert heat win on the Mike Macedo Const. TT500 with some fancy wheelstands that Papa Wealey just loves. In the main event, he led the crew for most of the distgance but made one calculated mistake. While setting up the wheelspin off the last corner, he slowed slightly and collected Mark Key who was right on him waiting for the chance to make a move but wasn't quite ready for that one. Both were off in a heap with Dave Boyles making it by the mess first and taking the checkered with Doug Chandler back to action for second over Marv Lewis and Aaron Hill.

After the races, with a plate of bar-b-que beef and the knowledge of the results of the Louisville National, most all the assembled were joyous. Alex Jorgensen was keeping up a good front knowing that Jimmy Filice had beat him out of fourth in the points but also knowing that the little kid that raced here so long was doing well. Hope reigns supreme for the local troops. ●

## Results

80 EX: 1. Winkie Freitas (Hon); 2. Tom Knight (Suz); 3. Mike Macedo (Yam).

80 NOV/JR: 1. Ted Taylor (Yam); 2. Jon Nunez (Yam); 3. Jon Noyer (Yam).

100 EX: 1. Winkie Freitas (Yam); 2. Kurt Chandler (Kaw); 3. Dean Vincelet (Kaw).

125 NOV/JR: 1. Robbie Blagg (Yam); 2. Ron Risk (Suz).

200 NOV: 1. Rick Frisk (Hon).

250 NOV: 1. Chris Rudy (Yam); 2. Danny McDonnell (Hon).

250 JR: 1. Chris Carr (C-A); 2. Greg Gray (Yam).

250 EX: 1. Alex Jorgensen (C-A); 2. Mark Key (Yam); 3. Dave Boyles (Hon).

500 NOV: 1. Don Clasby (Hon); 2. Kirk Howell (Hon).

500 JR: 1. Kelly Bennett (Hon); 2. Brian Pedro (Hon); 3. Roy Fischer (Yam).

500 EX: 1. Dave Boyles (Hon); 2. Doug Chandler (Yam); 3. Marv Lewis (Yam).

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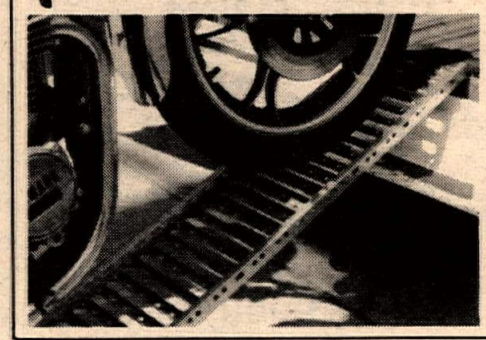

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# Central Pipeline

Bryan Taylor showed the other Experts at Austin some fast motocrossing.

## Clements, Taylor, Beckham burn Austin MX

**By Karel Kramer**

AUSTIN, TX, JUNE 7

Bright sunshine poured on Austin's sandy day track after a week of rain, and the track sprouted a bumper crop of Texas' fastest Experts. Despite the fast company, three riders — Mike Clements, Bryan Taylor and Jack Beckham — made clean sweeps of their respective classes. Blistering heat and oppressive dust were problems late in the day, but racing action stayed as hot as the sunshine.

Out of the gate, Ricky Collins grabbed the advantage in the first 125cc Expert moto. Mike Clements was hot on Collins' rear fender and last week's Intermediate winner, Eddy Coker, put his Suzuki into third. Clements set up Collins and pulled into the lead in the last corner of the first lap and pulled a secure lead.

Clements has a very distinct riding style that would make him a wanted man if it was against the law to murder berms; he really hits the turns. Clements won securely, followed by Collins and Mark Brown.

Clements won the second moto wire to wire with Collins playing shadow a second time. Chris Loftin took third place from Brown in the second moto, but Brown took third for the day.

Bandera's "Flyin' Bryan" Taylor has become almost legendary in recent months as he has destroyed all comers while riding 125s and 250s. Taylor reaffirmed his superiority by laying waste to the 250cc Expert class, besting a fast field that included factory support riders Rick Blackwell and Mickey Pizzatola.

When the 250cc Experts crowded into the first turn, Pizzatola had stuffed his Kawasaki into the lead. Kevin McMillan and Taylor put themselves into second and third, but McMillan didn't get to enjoy second for long. Taylor dispatched McMillan and began to move in on Pizzatola. As the two riders came down the big straight, Taylor cut inside and blasted the berm right in front of Pizzatola. Taylor stayed on the gas and wheelied all the way around the turn, showing Mickey his rear fender as well as a lesson in perfect block passing.

McMillan clung doggedly to third until something happened to Pizzatola late in the moto when he suddenly slowed, letting McMillan and Tom Curry move their Honda water-pumpers into second and third. Positions remained the same till the finish.

The long green Kawasaki of Mickey Pizzatola crested the start hill in the lead for the second time with Taylor's Suzuki and Blackwell's Yamaha in tow. Taylor quickly took command and was never headed.

Blackwell and Pizzatola had their own battle going on until Blackwell pulled away late in the moto. Pizzatola seemed to slow and could not hold off William Phee's Husky. Phee took over third on the last lap.

In the Open Expert rounds, Jack Beckham proved himself invinceable at yet another central Texas track. Before the start, Beckham wasn't sure how he would fare, having never ridden his Maico in sand.

David Beckham, Jack's brother, grabbed the holeshot on a brand new 450 Honda. Jack Beckham began the moto in fourth but moved into the lead on the second lap after which he was never challenged. Beckham rode smooth and fast, looking totally in control.

Galveston Honda ace Tom Curry made his second-ever appearance on a 450 Honda and rode his new bike to second in the first moto followed by Doug Paley (490 Maico) and Husky support rider Kevin Horton.

David Beckham got in the way of brother Jack in the first turn of the second moto, and Curry gassed his Honda into the lead. Beckham (Jack) got away in second and began to put the pressure on Curry.

Curry was the only rider to successfully ride two classes in the oppressive heat and had to run the 250 and Open Expert motos back to back. Curry began showing the effects of riding two motos, and Beckham moved into the lead, outpowering Curry on a straight-away. Beckham went on to a powerful win.

Curry held a secure second till he fell, letting Horton get within striking range. Down the straight, Curry seemed to tire when actually he had seized his Honda. The bike continued but was slowed considerably, and Curry eventually dropped to sixth.

Kevin Horton finished a solid second followed by Russell Miksch (490 Maico) and Mike Farmer (Yam).

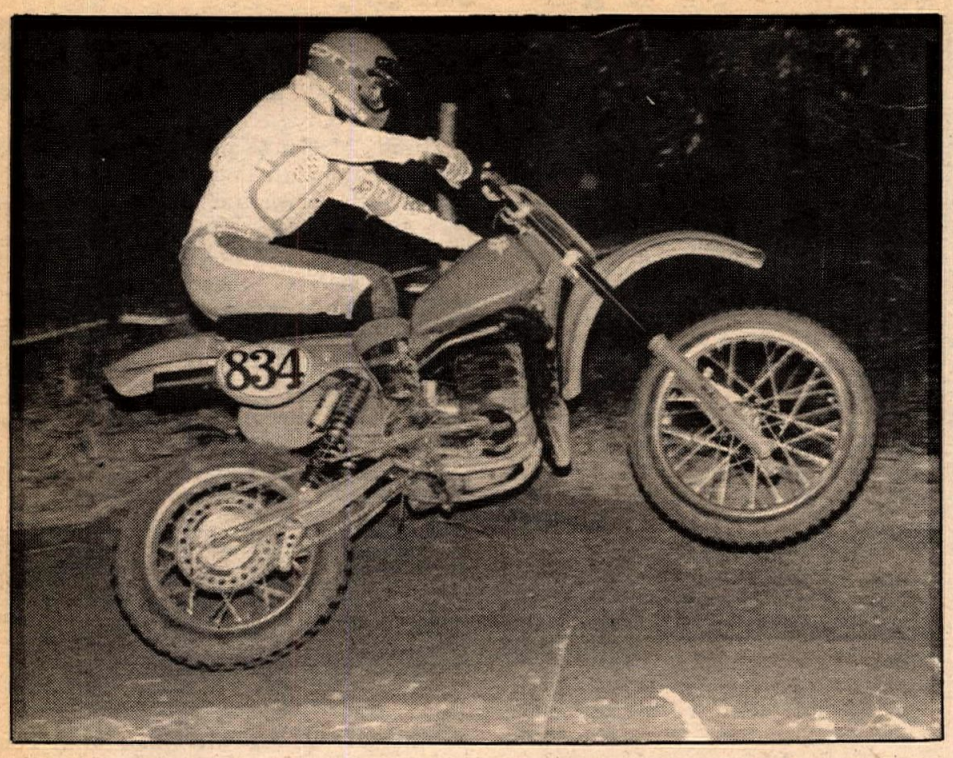
### Results

MINI: 1. Hardluck Pitts (Kaw); 2. Vern Kluge (Yam); 3. Dino Farmer (Yam).

100: 1. Mike Noble (Suz); 2. Cody Lindsey (Suz).

125 NOV: 1. Rory Jordan (Yam); 2. Gary Estlack (Suz); 3. Mike Beers (Hon).

250 NOV: 1. Robert Pongratz (Suz); 2. David Campbell (Hon); 3. Ron Binion (Hon).



**Jack Beckham flew at Austin's Capital City night motocross.**

OVER 30: 1. Steve Corlee (Mai); 2. Lloyd Longmire (Yam); 3. Tom Gregory (Yam).
125 INT: 1. John Stacy (Suz); 2. John Mullins (Suz); 3. Carl Beers (Suz).
250 INT: 1. Lee DuBose (Hon); 2. Mike Tilotta (Yam); 3. Kevin Maultsby (Kaw).
OPEN INT: 1. Blake Binion (Hon); 2. David Hubbard (Hon); 3. John Shocky (Hon).
125 EX: 1. Mike Clements (Suz); 2. Ricky Collins (Suz); 3. Mark Brown (Suz).
250 EX: 1. Bryan Taylor (Suz); 2. Mickey Pizzatola (Kaw); 3. Willy Phee (Hus).
OPEN EX: 1. Jack Beckham (Mai); 2. Kevin Horton (Hus); 3. Russell Miksch (Mai).

## Farmer breaks tie in Austin night MX

**By Karel Kramer**

AUSTIN, TX, MAY 16

Open class power ruled supreme at Austin's Saturday night motocross. All Experts ran combined, but Jack Beckham riding a 490 Maico and David Stutts and Mike Farmer on YZ465s showed the crowd what Open class motocross was about. They blasted their earthmovers around the track to end up in a three-way tie for first.

A brief stop to inspect the soil by Beckham put Farmer in the winner's circle for the first time in quite a while.

Early leader Farmer grabbed the holeshot in the first moto followed by Yamaha support rider Stutts and Beckham. Knowing that he needed to gain some breathing room to win, Farmer streaked down the straights trying to gain precious seconds. Despite Farmer's efforts, the anticipated battle between Stutts and Beckham developed and brought them right up behind him.

Stutts gassed his YZ past Farmer on a straight and began to get some breathing room, succeeding at Farmer's earlier strategy. By the time Beckham broke free of Farmer, Stutts had just enough room to beat the charging Maico-meister to the flag. Farmer was third.

Only Farmer had a clear view of the track after the second turn of the second moto. Yamaha pilots Clovis Cisneros and Jerry Farmer plugged into second and third positions.

By the third lap, positions were arranged: Mike Farmer, Beckham, Stutts. Beckham set the crowd cheering as he and Farmer went down the longest straight side by side. Beckham swept around the outside of the 180-degree sweeper at an unbelieveable rate to take over first.

Five turns later Beckham had to pay the price of too much Maico power transmitted through too bald a tire and slid out. Farmer returned to the lead, followed by Stutts.

Beckham returned to battle in third and nipped Stutts just before the flag, throwing the race into a three-way tie.

Farmer took the win, with Beckham and Stutts rounding out the top three.

John Middleton took top honors in the 125cc Expert class after some heated racing with Mark Brown.

Honda pilot Wylie Evans put the motor to the Over 30 class, winning both motos with half lap leads. Evans smoked all the Open Intermediates in the process.

Action was heated in the 125cc Novice class. Rusty Burns came out on top of new faces Ross Stoval and Jerry Zucha who slid their Full-Floaters into the place and show positions.

Number 26 seemed to be a lucky number for the 250cc class. Russell Chapman rode his Yamaha carrying those numerals to win 250cc Intermediate leading every lap. Carrying the same number, Steve Phillips pushed his Suzuki into the lead of every lap of the 250cc Novice class.

## Beckham blasts Austin night MX

**By Karel Kramer**
**Photo by Resa Ball**

AUSTIN, TX, MAY 23

Austin's Jack Beckham took another step toward his kingship of night motocross in central Texas. It seems that no one can come to Austin and be sure of taking a victory from him.

As practice ended, the track proved to be excellent with a full class of Experts on hand to battle. Two holeshots by Beckham turned the battle into a rout. Beckham powered his 490 Maico to effortless wins in both motos.

As Experts dumped their clutches for the first moto, Beckham led the charge followed by Galveston Honda rider Tom Curry, Suzuki-mounted Tim Gatlin and Yamaha pilot Jerry Farmer. Yamaha support team rider David Stutts got running a little downfield. Beckham, who normally doesn't start leading until working through the pack, commented later, "I don't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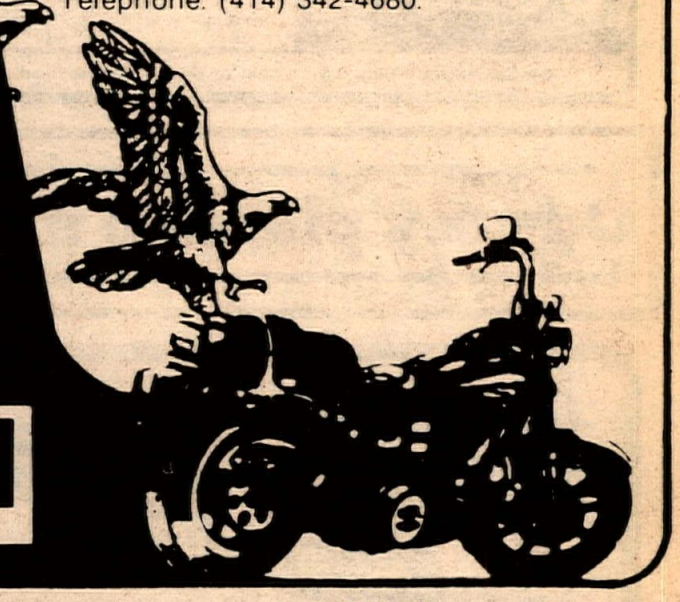


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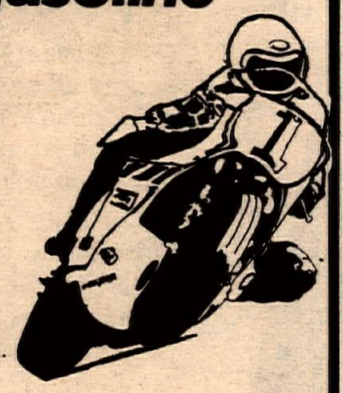

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# Central Pipeline

know what I did wrong; I just got the holeshot."

All of the serious racing happened in the pack; Jerry Farmer was on the gas and riding wild. He passed Gatlin and moved in on Curry but did not find the Honda rider as easy to shut out. Farmer and Curry got into some close-formation flying that left Curry with no skin on the back of one hand. In front of the stands, Curry jumped too far and landed on the face of the next jump, jarring sore ribs. John Ham and Farmer both got around Curry, along with David Stutts.

Ham, riding a 250 for the first time, gassed his Suzuki past Farmer only to fall and re-enter the race in sixth. This left Farmer second and Stutts third. Both riders looked super fast but Beckham, who looked slow with smoothness, was running away. Beckham won the moto followed by Farmer, Stutts and Curry. Ham squeezed into fifth on the last lap.

With more than a little assistance from a new back tire, Beckham grabbed the lead again at the start of the second round. Stutts powered his Yamaha into second followed by Farmer and Ham. Beckham ran another untouchable race, no one even came close. It was like watching a Maico advertisement. Stutts stayed solidly in second, even though Farmer got close a few times.

Farmer and Ham were waging a seesaw battle, Farmer wicking it past Ham, only to crash and start over again. At the checkered flag, the order read Beckham, Stutts, Ham and Farmer. Beckham took the overall victory, Stutts playing runner-up and Farmer holding third.

In other action, Robert Krock from San Antonio took both motos of the 250cc Novice class when challenges from Austin regulars Paul Horton and Jim Kindred failed. Austin's Rusty Burn, however, was once again undefeated in 125cc Novice action. Burns, who will move up to Intermediate next week, was challenged by Kevin Farmer.

### Results

MINI JR: 1. Kevin Love (Yam); 2. Larry Triplett (Yam); 3. Rob Burgett (Kaw).
MINI SR: 1. Mike Merlo (Yam); 2. Dino Farmer (Yam).
125 NOV: 1. Rusty Burn (Suz); 2. Kevin Farmer (Yam); 3. Donald Krock (Yam).
250 NOV: 1. Robert Krock (Yam); 2. Bob Harrison (Yam); 3. Paul Horton (Hon).
125 INT: 1. Carl Beers (Suz); 2. Bobby Morris (Yam).
250 INT: None.
OPEN: 1. Lee DuBose (Hon); 2. Dennis Burzynski (Suz); 3. Chris Wolland (Suz).
OVER 30: 1. Smokey Joe Miliam (Yam); 2. Bob Harrison (Yam); 3. Greg Labbe (Hus).
EX: 1. Jack Beckham (Mai); 2. David Stutts (Yam); 3. Jerry Farmer (Yam).

## Rain stops at Ross Downs ST; Polson wins two

**By Michael S. Lussem**

COLLEYVILLE, TX, MAY 30

It never rains, but it pours, and in north Texas it has poured and poured! Bob Bagwell, the promoter at Ross Downs, has been frustrated beyond belief. In the past month, he and he crew have prepared the track as many as three times in a single week, only to see all the efforts washed away on Saturday night. But their efforts this past week were worth it all as Mother Nature finally cooperated, and a full program of races were held tonight.

With the track in great shape, newly graded and all, the Mico Minis took to the oval. Young Scott Williams put on an excellent display as he blitzed the field on his Soul Man's Bar-B-Que Suzuki.

The 50cc class saw Trace Polson, on his Kissinger Auto Supply/Motorcycle Specialties Yamaha win the first of two classes. Greg Teague (Yam) and Bubba McCoy (Yam) had a tight race for second with Teague coming out on top at the finish line.

The 60cc race was contested by only three riders, and Polson took it for his second victory of the night.

The 80cc class was really dynamite as Shane Jolly (Yam) had all he could do to stave off attacks by Todd Haas (Yam) and Alan Powers (Yam). The race wasn't decided until lap number eight of the 10-lapper when Jolly took command and extended his lead to over five lengths ahead of Haas.

Duane DuVall (Yam) was a real jet as he smoked the 125cc class, but 250cc Sportsman, where he usually does well, wasn't in the cards for him as James Harrington on his Motorcycle Specialties Yamaha pushed it to the limit for the win. The 250cc Sportsman class was the largest of the evening and some great in-fighting took place back in the pack between Greg Harrison on his Remington Enterprise-sponsored Honda XR and Tubby Dotson on his self-prepared Dallas Yamaha. The two were pushed hard by Jimmy Tarlton's Soul Man's Bar-B-Que Bultaco, but when Tarlton broke, the way was clear for Harrison and Dotson.

The 250cc Expert class was relatively small but well raced as Charlie Orr lived up to his Low Bucks Racing Team motto of "When the green flag drops ...the bull ---- stops!" (By the way, your old reporter wouldn't mind having one of LBRT's shirts with that motto on it!) Orr took his Yamaha to an impressive win as he was pushed pretty hard by young Ross Duncan out of Carter's Yamaha. Crazy Alan Black, also Yamaha-mounted, was in the contest to the very end, and as soon as he can find more horsepower, he'll be real hard to beat.

The Open Expert class was again small, but you'd never know it as Greg Harrison (Hon) and Mike George (Yam) roared their thumpers around the oval. Chuck Prichard out of Benton, AR kept up with the local boys on his self-sponsored TT Yamaha, but the older racers' experience relegated the youngster to third.

The Grand Finale was opened up to any and all riders by race official Eddie McCoy, and 10 riders took their handicapped spots around the track. Jimmy Tarlton had his Soul Man's Bar-B-Que Bultaco back in order and given the advantage of advance placement on the track, caught up with the 125s and fought off the Experts for the win.

### Results

MICRO MINI: 1. Scott Williams (Suz); 2. Clayton Hull (Yam); 3. Tim Kay (Yam).
50: 1. Trace Polson (Yam); 2. Greg Teague (Yam); 3. Bubba McCoy (Yam).
60: 1. Trace Polson (Yam); 2. Chrissa Douglas (Yam); 3. Travis Henry (Yam).
80: 1. Shane Jolly (Yam); 2. Todd Haas (Yam); 3. Alan Powers (Yam).
125: 1. Duane DuVall (Yam); 2. Shane Jolly (Yam); 3. Chuck Prichard (Yam).
250 SPORTSMAN: 1. James Harrington (Yam); 2. Greg Harrison (Hon); 3. Tubby Dotson (Yam).
250 EX: 1. Charlie Orr (Yam); 2. Ross Duncan (Yam); 3. Alan Black (Yam).
OPEN EX: 1. Greg Harrison (Hon); 2. Mike George (Yam); 3. Chuck Prichard (Yam).
GRAND FINALE: 1. Jimmy Tarlton (Bul); 2. Alan Black (Yam); 3. Ross Duncan (Yam).

## Blackwell burns Austin day track opener

**By Karel Kramer**

AUSTIN, TX, MAY 31

Austin hotshoe Rick Blackwell put another notch in his silencer

Sunday as he took home the biggest slice of the purse at Tommy Conners' day track grand opening. Former Harley dirt track tuner Conners, owner of Tommy Conners Racing (TCR), has put his chips into the motocross pile. TCR has obtained the old Austin Day Track, one of the roughest sand tracks in Texas.

Sunday's grand opening was a roaring success, due to rain that would have ruined other tracks but left the track a ribbon of loamy sand with no dust despite 90 degree heat.

Sunday's racing was spiced up by the anticipated duel between Austin Yamaha support rider Blackwell and Houston Kawasaki shoe Mickey Pizzatola.

Jerry Farmer jetted his Yamaha off the concrete start pad and gassed it into the first turn in the lead but was caught between riders and the hill. As the Experts came out of the back section, Blackwell burst into view with the lead. Holding down second was Kasson Yamaha's perpetual Expert Jack Hicks, a central Texas Expert since 1969, on a YZ465. Pizzatola slid his Kawasaki into the show position. Blackwell stretched his early lead but Hicks began to reel in some of that lead. Pizzatola was staying with both riders but not a threat to either.

Hicks went down, putting Pizzatola into second. Getting a look at Blackwell seemed to light a fire under Pizzatola, and he gassed it and began to pressure Rick. Blackwell hung tough, and Pizzatola began to make some mistakes.

Farmer worked into third, where he would finish ahead of Husky pilot William Phee. Blackwell took the moto with a sizable lead over Pizzatola.

Reflex man of the second moto was Pizzatola who grabbed the lead at the start. Blackwell and Farmer tucked into second and third. Blackwell was on the gas, and Pizzatola was definitely feeling the pressure. In a pass/repass situation in the back section, Pizzatola crashed out Blackwell, and both bikes were stuck together. Pizzatola helped free Blackwell's Yamaha, and both riders continued. Blackwell had no front brakes, and Pizzatola had no back brakes after their tangle.

After the races, Blackwell's sponsor commented that it was very nice of Pizzatola to free Blackwell's bike before his own. Blackwell said, "Mickey knew it was his fault; I could see his expression on the back of his head."

Farmer held the lead briefly but dropped back. John Middleton inherited it and fought to hold on, but Phee took over on his Husky when Middleton tired.

Blackwell charged hard and moved through the pack; Pizzatola came through the pack also but fell again. Blackwell began to pressure Phee for the lead. Both riders were tearing up the track on the last lap, and Blackwell made an inside pass. Phee held the gas on and rocketed around an outside berm to repass; he led to the flag. Blackwell took the overall followed by Phee, Middleton and John Ham.

Houston's Ricky Collins took command of the 125cc Expert class, winning both motos. John Middleton swapped second-place finishes with Mark Brown and relegated Brown to third.

Sandy track conditions made for a lot of falls, and results were generally not too consistent, but Chuck Loftin, Eddy Coker, Steve Cardwell, Rusty Burns and Bill Kasson ignored the shifting of positions beneath them and won both motos of their respective classes.

TCR will run races every first and fifth Sunday for the rest of the year.

### Results

MINI JR: 1. Dale Storbeck (Yam); 2. Eric Culver (Yam); 3. Jason Krempin (Yam).
125 NOV: 1. Rusty Burns (Suz); 2. Rory Jordan (Yam); 3. Joe Gray (Yam).
250 NOV: 1. Jim Hill (Hon); 2. John Cherry (Yam); 3. Stewart Simpson (Hon).
125 INT: 1. Eddy Coker (Suz); 2. Carl Beers (Suz); 3. Mark Filler (Suz).
250 INT: 1. Chuck Loftin (Hon); 2. Russell Chapman (Yam); 3. Buddy Kutzer (Suz).
OPEN: 1. Steve Cardwell (Yam); 2. David Huerta (Suz); 3. Terry Dutton (Suz).
125 EX: 1. Ricky Collins (Suz); 2. John Middleton (Yam); 3. Mark Brown (Suz).
250 EX: 1. Rick Blackwell (Yam); 2. William Phee (Hus); 3. Mickey Pizzatola (Kaw).
OPEN EX: 1. James Latimer (Mai); 2. Jack Hicks (Yam); 3. Mike Farmer (Yam).
OVER 30: 1. Bill Kasson (Yam); 2. Lloyd Longmire (Yam); 3. Danny Atkins (Yam).

## Rhoten, Stafford upset winners at Austin Texas Series MX

**By Dave Nielsen**

AUSTIN, TX, MAY 17

Like the two-faced clown of drama, Lady Luck had her hand in the outcome of this year's Texas MX Championship Series, smiling on some and frowning on others. To Darren Rhoten and Scooter Stafford, she was an angel. To Kirk Spencer, Nick Cordova and Davey Jones, she was a real bitch.

It was time to cut the cake at the much-modified Austin MX Park track in a last-chance flurry of motos that would determine not only the winners of the day's $2000 purse, but also crown the Texas Series champions that would line up for the $3000 in overall series money and huge Amateur plaques. The Austin race was the last of the Texas Series circuit that had already run at Rio Bravo, Lake Whitney and Oak Hill, a series that saw pretty clear domination in most of the Amateur classes, but the most competitive Expert class racing of recent memory.

The 250cc Experts stole the show with a pair of fantastic motos that brought the state title chase down to the last lap of the final. Darren Rhoten launched his Suzuki to the front of the 20-rider field in the first moto, only to launch himself over the bars in a sideways landing off the second jump of the first lap. Chris Hipp (Hon), Jerry Farmer (Yam), Nick Cordova (Suz), Mark Rakestraw (Yam) and Kirk Spencer (Yam) scattered like quail to avoid the re-mounting Rhoten and came down the back straight in that order.

When they reached the uphill-downhill switchbacks before the scoring stand, Cordova had zapped Hipp and was sweeping wide to nail Farmer for the lead, but his line was off-camber in the loose stuff. Cordova had the series championship within his reach, but lost it as his bike skidded across the track and slid down the hill in the grass. Hipp led at the end of lap one with Farmer, Rakestraw and Spencer in tow while Rhoten frantically improved his last place position. Then Hipp hesitated long enough to let Farmer and Rakestraw by on lap two, and Rhoten was really hooking up, already back in fourth and breathing fire and smoke.

Farmer crashed on the next lap as Rakestraw took over, and amazingly, Rhoten was in second and gaining ground! Halfway through the 12-lapper, Rhoten pushed his Floater by Rakestraw as Hipp, Spencer and Mike Hipp (Hon) lay third through fifth. Rhoten's pace pulled him away for the


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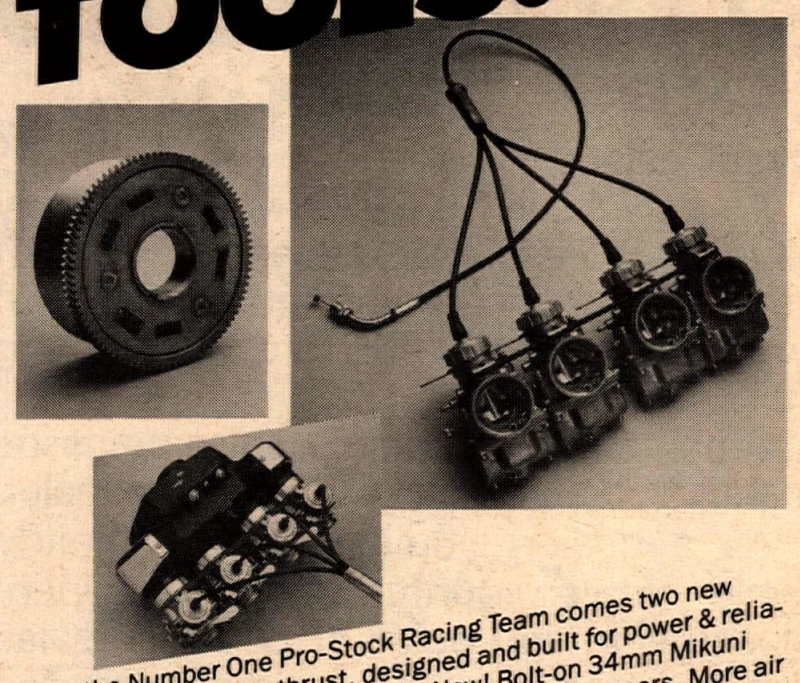

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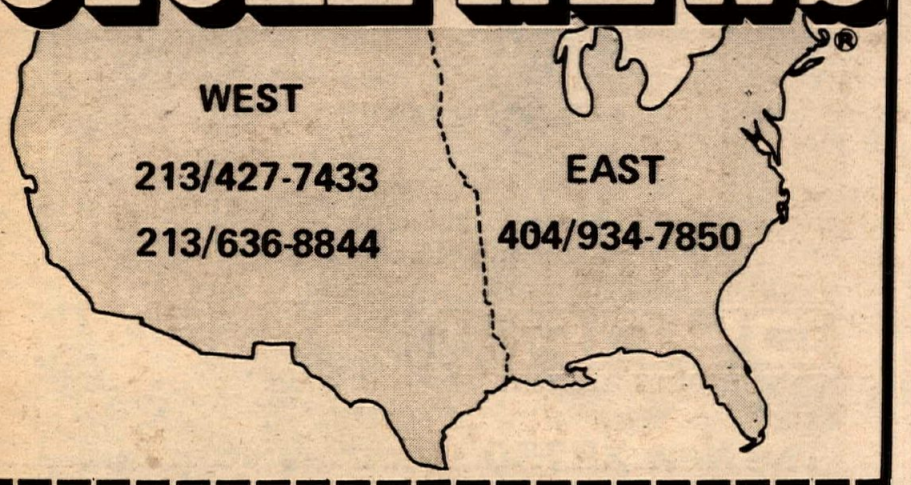


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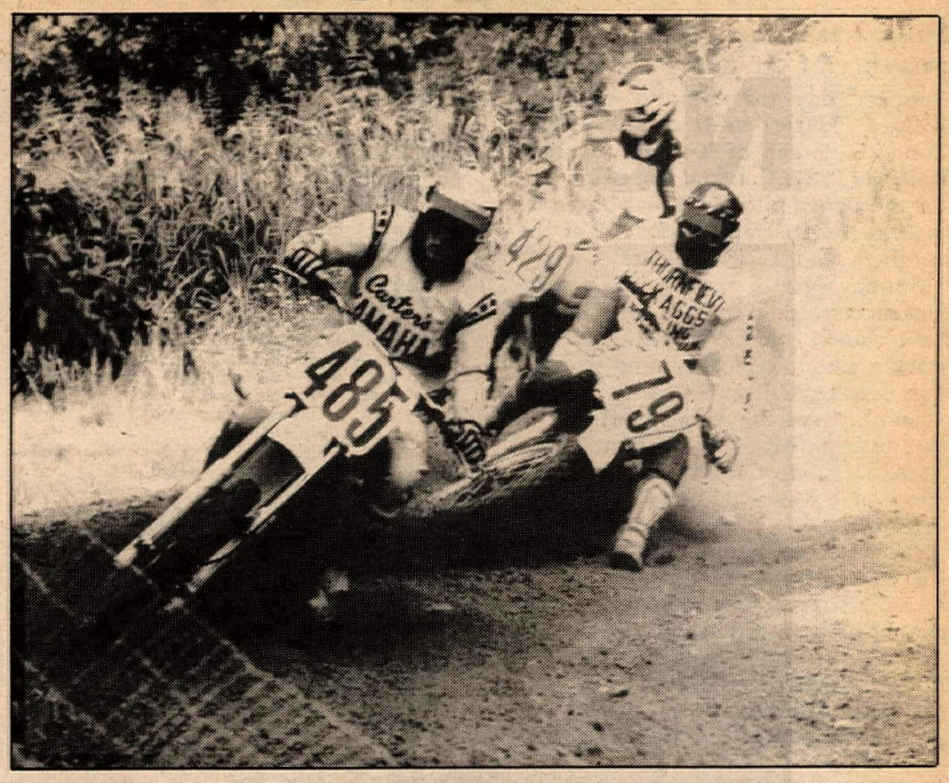
# Central Pipeline



**The final Texas Series 250cc Expert moto looked like this. Kirk Spencer leads.**

moto win with Rakestraw a comfortable second. Spencer worked on Chris Hipp and got by for third, and Rick Blackwell (Yam) came from way back to take fifth away from Mike Hipp.

Going into the final moto, the standings were so close that this one race would decide the series among three contenders: Spencer, Cordova and Rhoten. With best six-out-of-eight moto scoring, the pit crews sharpened their pencils as the race started with a Chris Hipp holeshot that held up until he fell to fifth on the third lap. Rakestraw then led, but tremendous pressure from Spencer, Rhoten and Cordova put him back to fourth one lap later. Even the most casual onlooker would be struck by the intensity of the three leaders as they banged the berms and each other, with Spencer at the point eyeing the championship.

Suddenly, on lap six, Spencer slowed at the huge set of double jumps coming out of the back section, and Cordova and Rhoten literally flew over him, one on each side. Cordova got a better drive off the jump, blocked Rhoten in the next corner, and in two seconds went from third to first! Spencer came by with a flat on the rear, no doubt having a couple of unpure thoughts running through his helmet but still riding as fast as he could without falling. Cordova held off Rhoten the rest of the way, while Spencer struggled to an eighth-place finish. Rhoten's 1-2 earned him the day's overall win ahead of Rakestraw (2-4), Blackwell (5-3), Cordova (8-1), Chris Hipp (4-5) and Spencer (3-8). In the series tally, Rhoten won by one point with 2-2-3-2-1-2 motos (133 points), second went to Spencer (1-6-2-1-1-3, 132 points); and Cordova ended up third (3-1-1-2-7-1, 131 points).

Rhoten also swept the day's Open Expert motos, but Spencer, by going 2-3, secured the class title. Spencer's winning total of 144 points (1-1-2-1-1-2) was three better than Rhoten's 141 points (2-2-2-1-1-1). David Stutts (Yam) took third in the series with a fine 3-2 ride at Austin and 102 point total. Chris Hipp was fourth at Austin and the same in the series with 99 points.

The 125cc Expert bash was a heartbreaker for David Jones whose brilliant wins in previous series races set him up for Austin where he would only have to finish 4-3 or better to mathematcially eliminate everyone else for the state title. The first moto buzzed out of the stadium-style gates with Randy Sullivan out front aboard his new Suzuki, trailed closely by Jerry Surber, Jr. (Yam), Ricky Collins (Suz) and Scooter Stafford (Suz). With Jones mired in the pack, Stafford got busy and moved into first on lap four, leading Sullivan, Surber and Mark Rakestraw (Yam). Three laps later, Surber dropped out with motor trouble, but most eyes were on Stafford's leading charge and Jones' succession of crash — catch up — run off the track — catch up — crash — and catch up again. Amazingly, Jones and his RM were still in one piece by the end of the race and about to catch Rakestraw for third. Jones had his fourth place finish.

Sullivan repeated his holeshot to kick off the final, but this time, Stafford and Jones were hot on the trail and by the fourth lap were one-two. The only people not watching this race were in the johns, and even they were looking out the vents. Jones wanted to beat the kid from Louisiana, and although a moto second would have put the championship in his pocket, Jones was going for it all the way. By the eighth lap, things were really getting interesting when the chain broke off Jones' Suzuki, and for the second year in a row, Scooter Stafford had won the Texas Series in 125cc Expert. Second on the day was Randy Sullivan (2-2), ahead of Rakestraw (3-3) and Ricky Collins (5-4).

For complete results of the overall top 10 of the 1981 Texas MX Championship Series, check out the results. See y'all next year! ●

### Results

MINI MINI: 1. Gary Stevenson II (Yam); 2. Dave Shade, Jr. (Yam); 3. Jerry Norwood (Yam).

JR MINI: 1. Scott Thomas (Yam); 2. Blake Garland (Yam); 3. Dave Shade, Jr. (Yam).

SR MINI: 1. Billy Whitley (Yam); 2. Eddie Vreeland (Yam); 3. Wendell Trigg (Yam).

OVER 30: 1. James Cantwell (Suz); 2. Paul Sonderfan (Yam); 3. Bill Alstrin (Mai).

OVER 30 EX: 1. Bob Pope (Mai); 2. James Gibbs (Hus).

100: 1. Daryl Austin (Yam); 2. Kent Elliff (Suz); 3. Shane Sunley (Yam).

125 NOV: 1. Jason Otto (Yam); 2. Russell Palmer (Yam); 3. Jerry Zucha (Suz).

250 NOV: 1. Walter Moss (Suz); 2. Kevin Jacobs (Suz); 3. Kevin Shelburne (Yam).

125 INT: 1. Bobby Stafford (Yam); 2. Robby Wilson (Suz); 3. Brett Herrmann (Yam).

125 EX: 1. Scooter Stafford (Suz); 2. Randy Sullivan (Suz); 3. Mark Rakestraw (Yam).

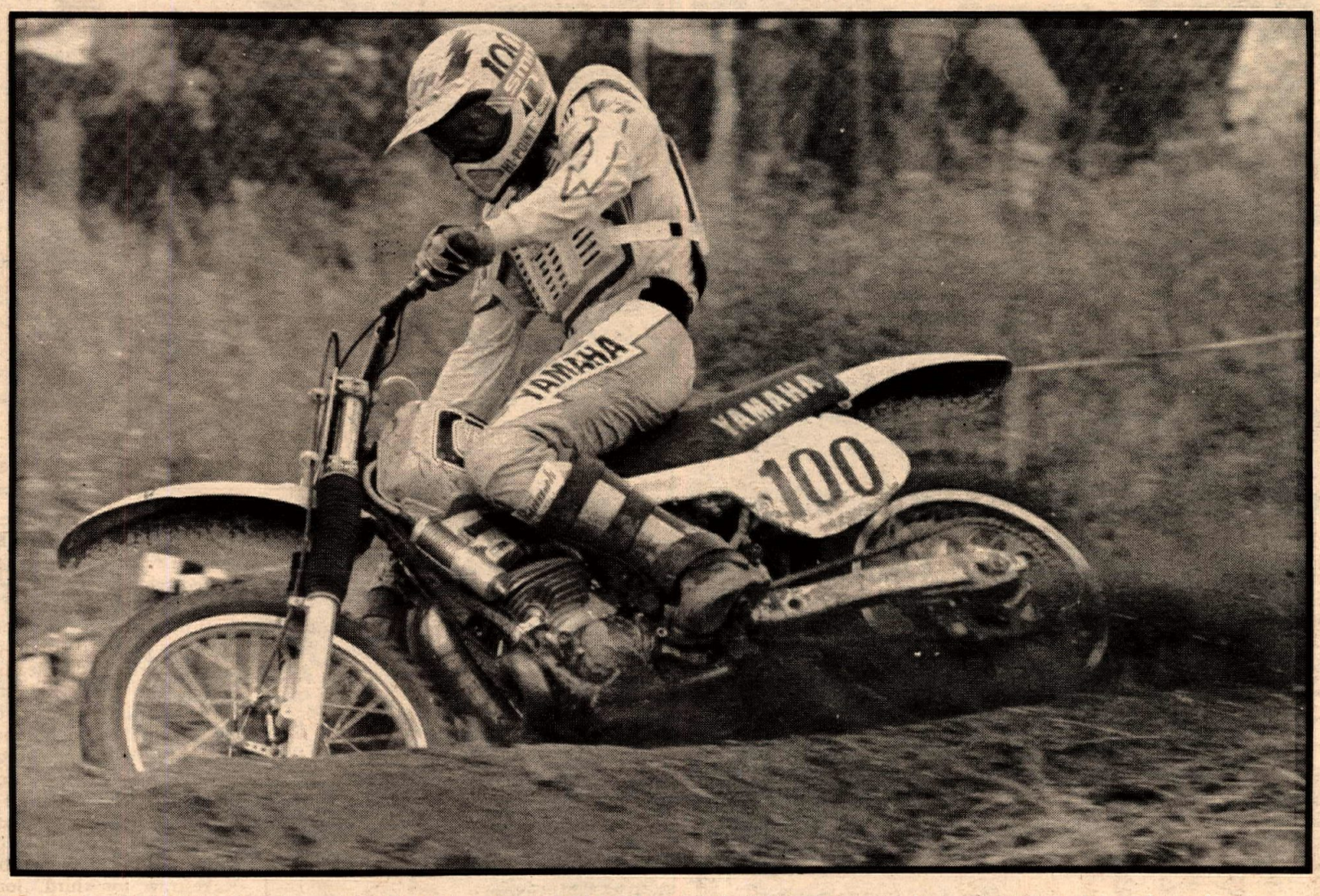
250 INT: 1. Mitch Mitchell (Yam); 2. Jimmy Baker (Suz); 3. Rick Ware (Yam).

250 EX: 1. Darren Rhoten (Suz); 2. Mark Rakestraw (Yam); 3. Rick Blackwell (Yam).

OPEN INT: 1. Lee DuBose (Hon); 2. Steve Waggoner (Hon); 3. Steve Cardwell (Yam).

OPEN EX: 1. Darren Rhoten (Suz); 2. David Stutts (Yam); 3. Kirk Spencer (Yam).

# Weekly news. Not monthly history.

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# CALENDAR

## CHAMPIONSHIP EVENTS

### AMA/Winston Pro Series

| | |
|---|---|
| 6/21 | Loudon, NH/RR |
| 6/26 | Hinsdale, IL/TT |
| 6/28 | Maryville, TN/H-M |
| 7/4 | Topeka, KS/H-M |
| 7/19 | Monterey, CA/RR |
| 7/25 | DuQuoin, IL/M |
| 8/7 | Hinsdale, IL/ST |
| 8/9 | Peoria, IL/TT |
| 8/16 | Pocono, PA/RR |
| 8/22 | Tulsa, OK/H-M |
| 8/29-30 | Indianapolis, IN/M |
| 9/13 | Syracuse, NY/M |
| 9/20 | San Jose, CA/M |
| 9/26 | Gardena, CA/H-M |

### AMA Superbike Road Race Series

| | |
|---|---|
| 6/20 | Loudon, NH |
| 7/18 | Monterey, CA |
| 8/16 | Pocono, PA |
| 9/13* | (Pro-Am) Kent, WA |
| 10/4* | (Pro-Am) Daytona Beach, FL |

(* Tentative)

### AMA National Championship MX Series

| | |
|---|---|
| 6/28 | Binghampton, NY/125-500 |
| 7/5 | Buchanan, MI/125-500 |
| 8/2 | Washougal, WA/125-500 |
| 8/16 | Carlsbad, CA/125-500 |

### AMA Supercross Series

| | |
|---|---|
| 7/11 | Los Angeles, CA |
| 11/14 | San Diego, CA |

### 1981 Trans-USA MX Series

| | |
|---|---|
| 9/20 | Lexington, OH |
| 9/27 | Buchanan, MI |
| 10/4 | Atlanta, GA |
| 10/11 | New Berlin, NY |
| 10/18 | Sacramento, CA |

### AMA National Enduro Schedule

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IN/IL/KY Enduro Riders Assn.
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812/867-2937

11/8 100 mi. Nat'l
Tulsa Enduro Riders Assn.
Tulsa, OK
918/258-2641

#### Western Region

10/25 125 mi. Nat'l
Mt. Baker M.C.
Bellingham, WA
206/733-1694

11/1 100 mi. Nat'l
Checkpoints M.C.
Whittier, CA
213/691-4186

### National Drag Race Schedule NHRA/NMRA

| | |
|---|---|
| 6/27-28 | NMRA Midwestern Natls., Cincinnati, OH |
| 7/18-19 | NHRA Summer Natls. (Pro Stk. & Sup. Elim.) Englishtown, NJ |
| 8/8-9 | NMRA Golden State Natls., Fremont, CA |
| 8/22-23 | NMRA Longhorn Natls. Ft. Worth, TX |
| 9/5-7 | NHRA U.S. Natls. (Top Fuel & Sup. Elim.) Indianapolis, IN |
| 10/3-4 | NMRA U.S. Natls. Atco, NJ |
| 10/17-18 | NHRA Winston World Finals (Top Fuel only) Orange, CA |

### Dragbike!

| | |
|---|---|
| 6/27-28 | Rising Sun, MD |
| 7/10-12 | Baton Rouge, LA |
| 8/1-2 | Union Grove, WI |
| 8/7-8 | Belle Fousche, SD |
| 9/5-6 | Cicero, NY |
| 9/19-20 | Columbus, OH |
| 10/24-25 | Jackson, TN |
| 11/28-29 | Gainesville, FL |

### IDBA

| | |
|---|---|
| 8/15-16 | Cleveland, OH |
| 9/12-13 | Houston, TX |
| 10/10-11 | Gulfport, MS |

### AMA/Dragbike! Western Championship Series

| | |
|---|---|
| 7/25-26 | E. Irvine, CA |
| 10/24-25 | Las Vegas, NV |
| 11/14-15 | Tucson, AZ |

### Battle of the Twins National Championship Road Race Series

| | |
|---|---|
| 6/19 | Loudon, NH |
| 7/4-5 | Gratten, MI |
| 7/25-26 | Riverside, CA |
| 8/1-2 | Loudon, NH |
| 8/15-16 | Pocono, PA |
| 9/12-13 | Pocono, PA |
| 10/3-4 | Daytona Beach, FL |
| 11/- | TBA |
| 3/82 | Daytona Beach, FL (Nat'l. Final) |

### SCORE Race Schedule

| | |
|---|---|
| 8/6-9 | SCORE Off Road World Championship Riverside Int'l. Raceway Riverside, CA |
| 9/25-27 | SCORE Off Road Championship Golden State Int'l. Raceway, Sonoma, CA |
| 11/3-6 | Baja 1000 Baja California, Mexico |

### AMA/ATA National Trials Series

| | |
|---|---|
| 6/20-21 | Pennsylvania |
| 9/5 | Washington |
| 9/6-7 | Oregon |
| 10/3-4 | Illinois |

### World Championship Road Race Series

| | |
|---|---|
| 6/27 | Assen, Holland |
| 7/5 | Spa, Belgium |
| 7/12 | Imola, Italy |
| 8/2 | Silverstone, England |
| 8/9 | Imatra, Finland |
| 8/16 | Anderstorp, Sweden |
| 8/30 | Brno, Czechoslovakia |

### World Championship Endurance Race Series

| | |
|---|---|
| 6/21 | Zeeltweg, Austria |
| 7/11-12 | Barcelona, Spain |
| 7/26 | Suzuka, Japan |
| 8/15-16 | Spa, Belgium |
| 9/6 | Mugello, Italy |
| 9/27 | England |

### World Championship MX Series

#### 125cc

| | |
|---|---|
| 7/5 | Switzerland |
| 7/19 | LEXINGTON, OH |
| 8/2 | Finland |
| 8/9 | Czechoslovakia |
| 8/16 | Spain |

#### 250cc

| | |
|---|---|
| 6/21 | Hawkstone Park, England |
| 7/5 | West Germany |
| 7/26 | NEW BERLIN, NY |
| 8/9 | Russia |
| 8/16 | Holland |

#### 500cc

| | |
|---|---|
| 6/21 | CARLSBAD, CA |
| 7/5 | Farleigh Castle, England |
| 7/19 | Holland |
| 7/26 | Czechoslovakia |
| 8/2 | Belgium |
| 8/9 | Luxembourg |

#### Sidecar

| | |
|---|---|
| 7/19 | Beenham Park, England |
| 7/25 | Whitehead, Ireland |
| 8/2 | Austria |
| 8/9 | France |
| 8/23 | Switzerland |
| 8/30 | Denmark |

### World Championship Trials Series

| | |
|---|---|
| 9/6 | Finland |
| 9/13 | Sweden |
| 9/20 | Czechoslovakia |
| 9/27 | West Germany |

### Other Major Events Abroad

| | |
|---|---|
| 6/21 | Speedway Pairs World Final Chorzow, Poland |
| 7/12 | Commonwealth Speedway Final Bellevue, England |
| 7/25 | Intercontinental Speedway Final Vojens, Denmark |
| 7/25 | Continental Speedway Final Prague, Czechoslovakia |
| 8/16 | Speedway Team World Final Olching, West Germany |
| 8/22 | Ulster Grand Prix Ireland |
| 8/23 | Sidecar World Grass Track Final Assen, Holland |
| 9/5 | Individual World Speedway Final Wembley, England |
| 9/6 | Trophee des Nations (250cc) Belgium |
| 9/13 | Motocross des Nations (500cc) West Germany |
| 9/13 | Solo World Grass Track Final Lussac, France |
| 9/19-20 | Bol d'Or Endurance Race Paul Ricard, France |
| 9/20 | World Long Track Final Gornja Radgona, Yugoslavia |
| 9/27 | Coupe des Nations (125cc) Italy |
| 10/5-10 | ISDE Isle of Elba, Italy |

### National Road Runs

| | |
|---|---|
| 7/4* | Nat'l. Field Meet Championship San Antonio, TX |
| 8/2 | Western Timed Road Run Clackaman, MO |
| 8/3-8 | Black Hills Motorcycle Classic, Sturgis, SD |
| 8/11-15 | Vetter Rally Waverly, TN |
| 9/5-7 | AMA Nat'l. Championship Poker Run Defiance, OH |
| 9/5-7 | Three Flags Classic Tijuana, Mexico — Vancouver, Canada |
| 9/30-10/3 | Aspencade Motorcyclist Convention Ruidoso, NM |
| 10/11 | Eastern Timed Road Run Holden, LA |
| 11/28 | CYCLE NEWS B-to-V Poker Run Barstow, CA — Las Vegas, NV |

(* Tentative)

### NMA Grand National Series Championship

#### Western #1 Region

Ron Henricksen 714/885-1602

| | |
|---|---|
| 6/28 | Valencia, CA |
| 7/4-5 | Barona Oaks, CA |
| 7/12 | Saddleback, CA |

#### Western #2 Region

Larry Kleist 415/794-4634

| | |
|---|---|
| 6/21 | Brentwood, CA |
| 6/28 | Livermore, CA |

#### Arizona Region

Ron Keyes 602/795-2238

| | |
|---|---|
| 6/20 | Phoenix, AZ |
| 6/27 | Phoenix, AZ |
| 7/4-5 | Safford, AZ |

#### Northwest Region

Kayleen Ward 206/568-4739

| | |
|---|---|
| 6/21 | Mabton, WA |

#### Rocky Mtn. #1 Region

Bob Lindsey 303/599-9525

| | |
|---|---|
| 7/11-12 | Trinidad, CO |

#### Rocky Mtn. #2 Region

Wayne Liedberg 801/966-0217

| | |
|---|---|
| 7/11-12 | Salt Lake City, UT |

#### Southwest Region

Bruce Macrae 505/344-9422

| | |
|---|---|
| 6/21 | Farmington, NM |

#### High Plains Region

Arthur Jones 806/447-2812

| | |
|---|---|
| 6/20-21 | Le Fores, TX |
| 7/4-5 | Abilene, TX |

#### Texas Region

Bob Holley 713/849-0937

| | |
|---|---|
| 6/20-21 | Austin, TX |
| 7/4-5 | Houston, TX |

#### Central Region

Gil Madrid 816/761-0245
6/20-21 Lake City, MO

**Ozark Region**
Jerry Britt 405/598-3679
6/27-28 Tulsa, OK

**Grand National Championship**
8/12-16 Ponca City, OK

# EVERY WEEK

## Tuesday

AMA SPEEDWAY
Ventura Raceway, Ventura County Fairgrounds, Ventura, CA. N on 101 to California St. Div. 1-3. Gates open 7 p.m., race 8. Entry $7 riders, $5 mechanics, watch $4.50. Raceway Promotions. Info 805/985-5433 (Jim Naylor).

MINICYCLE RACES
Richmond Rod & Gun Club, 3155 Goodrick Ave., Richmond, CA. 100cc max., 17" wheels, riders must be at least 18. A/B/C/OT/PP classes + special club & 4-stroke races. Contingencies. Race 7 p.m. Entry $5, watch $2. Info 415/235-7322, 7447 (Stan).

## Wednesday

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Durham Rd. @ Hwy. 17. All CMC classes inc. Vets/OT. 30% trophies, 100% Pro p.b. Challenging course, new lighting, snack bar & grandstands. Gates open 5 p.m., sign up closes 6:30, prac. 6-7, race 7:30. Entry $12, watch $4, jrs. $3, 8-12 $2. CMC lic. req., avail. @ track. Info 415/651-2545.

CMC NIGHT MOTOCROSS
Speedway 117, Chula Vista, CA. I-5 or 805 S to Junction 117, E 5½ mi. (end of Brown Field Airport). All classes + 3-wheelers & go karts. Merchandise awards & trophies every night, 150% Pro p.b. Coca-Cola stadium type track. Sign up 4:30 p.m., prac. 6-7, race 7:30. Entry $12. Info 714/690-6414.

AMA SPEEDWAY
Inland Motorcycle Speedway, National Orange Show Fairgrounds, San Bernardino, CA. I-10 to 15E turn-off. Div. 1-3, $1225 guaranteed purse + $250 pt. fund or 30% gate. Free programs, parking; preferred parking avail. ($1 N end). Gates open 6:30 p.m., race 8. Entry $7 rider, $5 mech. American Raceways, Inc. Info 213/446-2241, 0969 (K. Rutherford), 714/884-4092 (track), 889-4554 (ticket booth).

## Thursday

CMC NIGHT MOTOCROSS
Ascot Park, 183rd & S. Vermont Ave., Gardena, CA. All classes inc. complete div. of Vets & OT. Challenging 5/8-mi. course, clean pits, good lighting, permanent restrooms & snack bars, free parking & grandstands. 30% trophies + Pro p.b. CMC lic. req., avail. @ track. Gates open 5 p.m., sign up closes 6:30, prac. 6-7, race 7:30. Entry $12, watch $4.50, jrs. $3.50, 8-12 $2. Info 714/557-3323.

R.A.C.E. MOTOCROSS
Orange County Int'l. Raceway, Irvine, CA. I-5 @ Sand Canyon Ave. or I-405 @ Irvine Center Dr. to Sand Canyon. All classes, 30% trophies, 100% Pro p.b. Gates open 5 p.m., prac. 6, race 7. Entry $7, non-memb. $9 (memb. not req.), Pros $15, watch $4, jrs. $3, under 12 $1. Info 714/552-5511 (Steve Crosby).

## WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. 50-Open, separate C class motos. Gates open 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 (Larry Hanson).

## IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S&S Racing, Huetter, ID. 2 mi. W of Coeur d'Alene on Old Hwy. 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, trophies to Amateurs. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Coeur d'Alene Honda).

## Friday

## CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

D-36 NIGHT SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes, D-36 pts. & trophies only. Gates open 5 p.m., sign in 5:30, race 7. Entry $11, watch $4. D-36 rules enforced, no rider insur. Info 415/798-5695, 634-3328 (Tom Anderson).

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, 5305 Excelsior Rd., Sacramento, CA. E on Hwy. 50, S on Bradshaw Rd., E on Jackson Hwy., N on Excelsior. Professional lighting, 5/8-mi. course, free parking, new grandstands. Gates open 5 p.m., prac. 6, sign up 5:30-7, race 7:30. Info 916/363-2653.

AMA SPEEDWAY
Orange County Fairgrounds, Costa Mesa, CA. San Diego Fwy. (405) to Newport Fwy. (55) S, rt. on Fair. Div. 1-3. Free parking & programs. Gates open 6:30 p.m., racing starts 8. Adult admission $5.. International Speedway. Info 714/492-9933.

AMA SPEEDWAY
Gold Country Fairgrounds, Auburn, CA. 30 mi. E of Sacramento off I-80. Div. 1-3 + Jr. Spdwy. $1225 purse. Gates open 6:30 p.m., race 8. Entry $7. Speedway Racing Ent. Info 916/448-7557, 485-7140 (Jann Houston).

## TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston Rd., off Hwy. 59 N. All classes. Trophies thru 6 places to Am., Ex. 100% p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. starts 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Race 8 p.m. Info 713/482-7593.

## Saturday

## CALIFORNIA

AMA SPEEDWAY
Town & Country Fairgrounds, Napa, CA. Silverado Trail Rd. Div. 1-3 + Jrs. Pit gates open 6 p.m., race 7:30. Entry $7 mech. & rider. Call 1 wk. prior to race to get on program. Mother Goose Racing Ent. Info 707/252-8772, 702/252-0905 (Dennis Robinson).

AMA STADIUM MOTOCROSS
Altamont Motor Speedway, Altamont, CA. 7 mi. W of Tracy, take Grant Line Byron rd. off 580 to Midway Rd. All classes, 100% Pro p.b. Gates open 3 p.m., sign up 3:30, prac. 4:30, race 6. Entry $13, Pro/Ex. $15 + $3. Info 209/835-1140 (Duke Southard).

D-36 SEMI-PRO SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. S of town, U.S. Hwy. 99E & Gage-Shippee Rd. exit. Mini-500, Sptsmn. & Semi-pro, cushion surface. AMA & D-36 rules enforced, class C trac. & full leathers req. Gates open 5 p.m., prac. 7, race 8. Entry $8, Semi-pro $4, 2nd bike $6. Moural Associates. Info 916/342-0063 (Lowell/Eliz. Moural).

NITE DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. 714/727-1171.

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $11, Pros $17. No memb. or mail entry req. 33.33% trophies. 714/495-4771.

## WASHINGTON

WASHINGTON FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. Mini-Open, Am. & Semi-pro. Gates open 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

## TEXAS

PRO-AM SHORT TRACK
Ross Downs, Hwy. 26, Colleyville, TX. Btwn. Grapevine & Ft. Worth. Micro Mini-750s, trophies & $. Gates open 6 p.m., prac. 6:30, race 8:30. Entry $6, Pros $10. Info 214/357-5058 (Bob Bagwell).

## OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn. I-40 and I-240 on S. Douglas off S. 59th. All classes, 10 trophies/class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

## Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next to U.S. Customs Building. Gates open 8 a.m. to 6 p.m. Tech at 8. Admission $5 to race or watch. Kids under 12 yrs. free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. 213/672-1814.

## June 19

INDOOR MOTORCYCLE SWAP MEET
Orange County Fairgrounds, Costa Mesa, CA. S end of Newport (55) Fwy. Bikes, parts & accessories. 6-11 p.m. 10x10 space $15, 10x15 prime $25, bike for sale space $10. Inter-Shows. 24-hr. info 714/498-9226.

CMC FOUR-STROKE NIGHT TT SCRAMBLES
Ascot Park, Gardena, CA. Four-strokes only, all classes. Pro p.b., 30% trophies, no lic. req. MX tires & gearing OK. Course will be completely graded. Gates open 5 p.m., sign up closes 6:30, prac. 6-7, race 7:30. Entry $12, watch $5.50, jrs. $3.50, 8-12 $2. Info 714/557-3323.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies, 100% Pro p.b. Sign up 6 p.m., prac. 7, race 8. Entry $10, Pros $15. AME lic. req. Info 213/881-5778.

## June 20-21

YAMAHA PERPETUAL GOLD CUP MOTOCROSS SERIES
Seattle, WA. Pee Wee-Masters + 3-wheelers, 33% trophies, $3000 Pro p.b. to 8 places. Series $ & contingencies, must ride 8 events to qualify. Entry $10 + gate, Pros $25 + gate. Info 206/631-1550 (Bob Tunnell).

TEXAS MOTOCROSS DOUBLE HEADER
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8 places in Nov. classes. Concessions, showers, bathrooms. Entry $8, Ex. $15, gate $4. Sat. sign in 6 p.m., race 8. Sun. prac. 8 a.m., race 10. Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114, 273-2336 (track).

## June 20

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. Bakersfield Yamaha Series, dbl. pts., 30% trophies, o/a high points wins series. AME lic. req. Free O/N camping. Gates open 5 p.m., prac. 7, race 8. Entry $10, Pros $13. Info 213/881-5778.

CMC NIGHT MOTOCROSS
Huron Cycle Park, Huron, CA. I-5 N to 269 Hwy., turns to town; I-5 S to 198 H[illegible] E on 269 to town. All cl[illegible]s, 30% trophies. Gates op[illegible] 4 p.m., prac. 6, race 7:30. Entry $10, Pros $15. Free O/N camping. Info 209/945-2664 (Rick Worth).

CANCELLED

NMA/YAMAHA GRAND NATIONAL SERIES
Canyon Raceway, Phoenix, AZ. I-17 to Carefree Hwy. W. 50-


**AMATEUR SUPERCROSS**
**L.A. COLISEUM**
**JULY 12 1981**

**YOU MUST QUALIFY TO RIDE (one race does it!)**
***Limited Entries***

**CLASSES:**
60cc 100cc 250cc VETS (+30) NOVICES EXPERTS
80cc 125cc 500cc BEGINNERS INTERMEDIATES

**QUALIFIER SCHEDULE:**

| | | | |
|---|---|---|---|
| May 8th Friday Night | Indian Dunes | June 12th Friday Night | Indian Dunes |
| May 22nd Friday Night | Indian Dunes | June 14th Sunday | Saddleback |
| May 31st Sunday | Indian Dunes | June 21st Sunday | Indian Dunes |
| | Dunestown G.P. | June 26th Friday Night | Indian Dunes |
| June 7th Sunday | Carlsbad | June 28th Sunday | Saddleback |
| June 7th Sunday | Arroyo | July 5th Sunday | Arroyo |
| June 7th Sunday | Indian Dunes | | |

**Sprite Superbowl of Motocross, July 11, 1981, 8 P.M. at L.A. Coliseum. Ticket Outlets at Ticketron, Sports Arena Box Office and Supershops.**

**INFO: (213) 830-7519 — Days**



**DeAnza Cycle Park**
**PRESENTS**
**BARNES YAMAHA of BARSTOW**
***MINI SERIES***
**JUNE 14, 21, 28 JULY 5**
**Plus Regular Racing Program — Membership NOT Required**

**GRAND PRIZES**
Top Pee Wee — Yamaha Zinger
Top Jr. Rider — YZ60
Top Mini Rider — YZ80

**Pee Wee**
Div. I, 50cc Auto
Div. II, Shift
Div. III, Modified

**Mini 80cc**
Up to 11 yrs. old, beg, nov, inter, expert
12 to 14 yrs old, beg, nov, inter, expert
Over 14 & Modifed.

**Jr. Cycle**
60cc to 10 years
Div. II, 11 yrs. up & mod.

ENTRY FEE
$10 Mini, Jr., Pee Wee
$ 8 Sportsman
$12 Pro
Non-Members add $2

Pay Once, Stay All Weekend
Gate Open 7 a.m., Practice 8:30
Race 9:30
30% Same Day Trophies

CONTINGENCIES FROM BANNING MOTORCYCLE ACCESSORIES
**(714) 653-8068 • (714) 653-5840 • (714) 653-7979**



**Arroyo** CYCLE PARK
**Take Palm Ave. Exit off I-15E**
**5 miles north of San Bernardino**
June 14 — IRA Motocross
June 14 — NMA Qualifier
June 21 — IRA Motocross
June 28 — IRA Motocross
July 5 — CRC Motocross
(L.A. Coliseum Qualifier)

for information call
IRA (714) 359-1433
CRC (213) 830-7519
ARROYO (714) 887-1560
NMA (213) 868-8112



**R.A.C.E. SCHEDULE**

| | | | |
|---|---|---|---|
| THURS | June 18 | ODYS,3WHLRS | Corona |
| THURS | June 18 | MOTOCROSS | O.C.I.R. |
| FRI | June 19 | MOTOCROSS | Corona |
| WED | June 24 | FLAT TRACK | Corona |
| THURS | June 25 | MOTOCROSS | O.C.I.R. |
| THURS | June 25 | GP CARTS | Corona |
| FRI | June 26 | MOTOCROSS | Corona |



**CRC RACE SCHEDULE**

**JUNE 21 — MOTOCROSS**
Indian Dunes — L.A. Coliseum Qualifier

**JUNE 26 — MOTOCROSS**
Indian Dunes — Friday Night
L.A. Coliseum Qualifier

**JUNE 28 — MOTOCROSS**
Saddleback — L.A. Coliseum Qualifier

CRC Membership Required
**213-830-7519**



Open 7 Days 714-558-1584
CMC-MX / ITA Trials } 1st & 3rd Sundays
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
**SADDLEBACK PARK**

# 1981 COCA COLA/KPRI CHAMPIONSHIPS SUMMER RACE SERIES

SPEEDWAY 117
SOUTH BAY PARK

CMC STADIUMCROSS
ATC'S (MX Track)
CARTS (¼ Mile Oval)
(SIX OR MORE)

**EVERY WED. NITE**

BEGINNING SEPTEMBER 2nd:
*6 RACE SAN DIEGO COUNTY GRAND CHAMPIONSHIP SERIES!*

NEW NEW NEW NEW NEW NEW NEW NEW NEW NEW NEW NEW NEW NEW

ALL SPORTING CLASSES: WEEKLY CHOICE OF TROPHIES OR MERCHANDISE CERTIFICATES!

From:

| | | |
|---|---|---|
| ALBA HONDA | LAWCO–TORCO | SUZUKI of LEMON GROVE |
| DICKSON DESIGN | VEY'S | DON VESCO'S YAMAHA |
| SUZUKI of CALIF | K H CAMS | JOHNSONS ATC |
| SO. BAY MOTORCYCLES | TOWN & COUNTRY KAWASAKI | HOLIDAY HONDA |
| HONDA SUZUKI of POWAY | SMITTY'S ATC | DANNY'S MACHINE WORKS |

MX PROS: 150% CASH PAYBACK – CARTS: 100% CASH PAYBACK

1981 CMC 1981
LICENSE REQUIRED

1981 CHAMPIONSHIP CLASSES

*MX - 500 Jr, Int, Pro
250 Jr, Int, Pro
125 Jr, Int, Pro
Mini Jr, Int, Exp

*ATC --- Powder Puff - Stock 125, Open
Stock Classes - 125, Open
Modified Classes - 115,140, Open
*Carts - 100cc

*OTHER NON–CHAMPIONSHIP CLASSES WILL BE ADDED ON A WEEKLY BASIS DEPENDING ON ENTRY

$12.00 TO RIDE – INCLUDES: GATE ADMISSION, $3,000 RIDER INSURANCE, FREE PARKING
General Admission: $4.50-Adults, 9 - 14 yrs.- $2.50, Under 9 yrs.- Free

ADD. INFO: 690-6414 or 469-6092
Sign up 4:30 - 7:00 P.M. - Practice 6:00 - 7:00 P.M. - First Race 7:30 P.M.

TAKE INTERSTATE 805 OR I-5 SOUTH TO JUNCTION 117,
GO 5½ MILES EAST (END OF BROWN FIELD AIRPORT).

*J. C. Agajanian Presents:*

MOTORCYCLE RACING THRILLS

CMC MOTOCROSS
CHALLENGING COURSE
EVERY THURSDAY, 7:30 PM

License at Pit Gate

4-STROKE TT SCRAMBLES
OPEN COMPETITION
FRI., JUNE 19, 7:30 PM

No License Required

Ascot
18300 S. VERMONT AVE.
GARDENA
(213) 321-1100 (213) 323-1142

FUTURE ATTRACTION
AMA HALF-MILE NATIONAL
SAT., SEPT. 26, 8 PM

*Datsun, Official Car Of Ascot Park*
"WHERE THE HARBOR, SAN DIEGO AND 91 FREEWAYS MEET"



SHELL RACING SPECIALTIES
25670 Fairview Ave., Hemet, CA 92343
(714) 927-3965



Hallman *World Champion Products*
EAST/ 440 Belden Ave.
Addison, IL (312) 543-5247
WEST/ 1300 Hill St.
El Cajon, CA (714)442-0431


250cc; Minis thru 18, motorcycles thru 21. 30% trophies. Gates open 3:30 p.m., prac. 5:30. Call Ron Keyes for entries. 602/795-2238.

**MONTEREY BAY RAMS SHORT TRACK**
Monterey Fairgrounds, Monterey, CA. All classes to 500cc. Gates open 5 p.m., prac. 6:30. Entry $8, Semi-pro $11 ($8 p.b.). Info 408/394-8225 (Bob Rosa).

**SATURDAY SADDLEBACK MOTOCROSS**
Saddleback Park, Orange, CA. Saturday Summer Series, $3000 Pro purse, $1000/race & $3000 in Amateur prizes. Gates open 7 a.m., prac. 8, race 9. Entry $14, Pros $22. Info 714/495-4771.

**D-37/SADDLEBACK SATURDAY MOTOCROSS**
Saddleback Park, Orange, CA. All classes + Vets & Women. D-37 & Prog. Pro pts., 33% trophies. 40-min. Pro motos, 30-min. Sptsmn. motos. Gates open 7:30 a.m., prac. 8, race 9. Entry $11, Pros $17. Info 714/496-8779 (Dennis Rosenberg).

**D-36 SHORT TRACK**
Lodi Cycle Bowl, 5801 Morse Rd., Lodi, CA. Pee Wee-Open, 100% Semi-pro p.b. No rider insur. Class C trac., full leathers req. Gates open 5 p.m., prac. 6, race 8. Entry $8, watch $3. Stockton M.C. Info 209/477-8524, 931-3722 (Gerry Carr).

**AFM NEW RIDER SCHOOL & OPEN PRACTICE**
Willow Springs Raceway, Rosemond, CA. Hwy. 14 (Antelope Valley Fwy.) N to Rosemond exit, left 5 mi. to track. BS/Prod./SS/GP/Sidecars. Gates open 8 a.m., prac. & school 9-4:30. Entry $50. Info 714/523-3892 after 5 p.m. (Harry Bresach).

## June 21

**BEL-RAY USGP**
Carlsbad Raceway, Carlsbad, CA. SE of Oceanside on I-5, take Palomar Aiport Rd. E. European 500cc GP & U.S. National stars + 250cc support race & Art Scholl air show. Free parking, no O/N camping @ track, avail. elsewhere. Women's 125cc Expert Nat'l. on Sat. All filmed by ABC's Wide World of Sports. Advance tickets avail. @ Ticketron or Grand Prix MX, Inc., PO Box 2820, Mission Viejo, CA 92690. Adults $12, under 12 $7. Info 714/495-6906.

**MABTON MOTOCROSS**
Mabton Dunes, Mabton, WA. 2 mi. W of town on Hwy. 22, southern WA. Pee Wee-Open, no memb. req. 30% trophies, 100% Pro p.b. Gates open 7 a.m., prac. 8:30, race 10. Entry $10, Pros $15, free admission for fathers. Info 509/962-9291 (Frank).

**SRA FATHER'S DAY GP**
Riverside Int'l. Raceway, Riverside, CA. Off Hwy. 60. All classes + Team race. 20% trophies, finisher pins. Special Father/Child Team race, 100% trophies. O/N camping, SRA comp. lic. req. Gates open 4 p.m. Sat., prac. Sun. 8 a.m., race 9. Mail entry $15, post $20, Team $10/rider, special Team race $10/team. Mail SASE to: SRA, PO Box 509, Cypress, CA 90630. 714/828-1358.

**NATIONAL MOTORCYCLE PATROL BENEFIT SEMI-PRO MOTOCROSS**
Riverfront Park, Marysville, CA. 40 mi. N of Sacramento on Hwy 70, track entrance on 1st St. btwn. E & F St. All classes, 1 troy oz. silver medallion to all 1st overall class winners excluding Semi-pro. D-36 & AMA rules & cards, silencers req. No rider med. insur. Entry $13, Pros $15 + $3, watch $4, 6-12 $1. Sacramento Jammers M.C./Marysville MX. Info 916/961-2911, 944-3739, 961-3083.

**D-36 MOTOCROSS**
Thompson Peak MX. Janesville, CA. Mini-OT, no rider insur. Sign up 7-8 a.m., prac. 8-9, riders mtg. 9:15, race 9:30. Entry $15, Semi-pro $15 + $5, watch $3, 2nd bike $5. Info 916/253-2626, 3309.

**CPTA TONKA TRIAL**
Ioco, British Columbia, Canada. W/in 15 mi. of Vancouver, BC. Beg.-Ex. Sign up 9 a.m., entry $5. Info 604/936-7746 (Don Clark), 596-0757 (Graham Jackson).

**D-28 MOTOCROSS**
Mt. View Cycle Park, Sandy, OR. Entry $9, Prog. Pro $14, (100% p.b.). Admission $4, 7-11 & Sr. citizens $2. Info 503/668-6990.

**AFM ROAD RACE**
Willow Springs Raceway, Rosemond, CA. Hwy. 14 (Antelope Valley Fwy.) N to Rosemond exit, left 5 mi. to track. BS/Prod./SS/GP/Sidecars, trophies to 1st 3 ea. class, $150 to winner in 600/750/Open BS & Prod. if on Kawasaki. Gates open 7 a.m., prac. 9, race 1 p.m. Entry $30 1st, $15 ea. add'l., watch $5. Info 714/523-3892 after 5 p.m. (Harry Bresach).

**RUTH LAKE MOTOCROSS**
Ruth Lake, CA. Off Hwy. 101 @ Alton, up Hwy. 36, rt. @ Ruth Lake turn off, 9 mi. past dam. Pee Wee-Open Pro inc. Vets & Masters, 200/Ody/3-wheelers if enough riders. 33% trophies, 100% Pro p.b. by moto & o/a. O/N camping in designated areas only, not @ track. No pit riding, rider or spectator insur. Gates open 6 a.m., tech & sign up 6:30, prac. 7:45, riders mtg. 8:45, race 9. Entry $10, Pros $15, watch $3, 6-12 $2. Info 707/445-9747 (Rod or Cathy), 764-3034 (Leroy or Gail).

**TULSA MOTOCROSS**
Tulsa, OK. 1/2 mi. N. of old Odyssey track or 1/4 mi. S. of Tulsa Drag Strip off Hwy. 169 N. All classes, 30% trophies, 100% Ex. p.b. All new natural terrain track, 128-ft. start gate. Prac. 9 a.m., riders mtg. 10, race 10:30. Entry $8, Ex. $15. Tulsa Area Motorsports, Inc. Info 918/258-1121, 6129 (Marsha Harmon).

**IRA MOTOCROSS**
Arroyo Cycle Park, San Bernardino, CA. About 10 mi. N of town on I-15E, off @ Palm Ave., turn left & follow signs. Info 714/887-1560 (Arroyo), 359-1433 (IRA).

**AME MOTOCROSS**
Sprockets Park, Bakersfield, CA. All classes, 30% trophies, p.b. to Pros. Post entry $10, Pros $13. Gates open 6:30 a.m., prac. 8, race 9, sign up 7-9. AME lic. req. Free O/N camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

**CMMC MINI MOTOCROSS**
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy Barnett), 440-7935 (Ken Johnson).

**CMC MOTOCROSS**
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

**CRC MOTOCROSS**
Indian Dunes, Valencia, CA. I-5 to H-126. All cla[illegible] 2 long motos & cash [illegible]ros, 2 motos & brass for [illegible]smn. Entry $10, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519. [L.A. QUALIFIER]

**DeANZA MOTOCROSS**
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off-ramp. Barnes Yamaha of Barstow Mini series + reg. racing program. Yamaha minis to top riders, 30% same day trophies. Gates open 7 a.m., prac. 8:30, race 9:30. Entry $10 Minis, $8 Sptsmn., $12 Pros, non-memb. add $2. Memb. not req. Info 714/653-8068, 5840, 7979.

**D-37/DE ANZA MOTOCROSS**
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, AMA Prog. Pro & D-37 MX pts. 30% same day trophies to Sptsmn. 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Park open Tues.-Sun. Gates open 7 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. Info 714/653-8068, 5840, 7979.

**TEXAS MOTOCROSS**
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

## June 24

**R.A.C.E. FLAT TRACK**
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan St. btwn. Corona & Riverside. Half-mile & ST. 30% trophies, 80% Pro p.b. Gates open 5:30 p.m., prac. 6:30, race 7:30. Entry $7, Pros $10. Info 714/689-1913, 735-1705 (Elaine Jones).

## June 26-28

**MAMMOTH MOTOCROSS**
Mammoth Lakes, CA. Old Mammoth Rd. to Sherwin Bowl. 1 Mini class, Jr./Int./Ex. in 125/250/Open, Women. $14,000 cash & prizes, $15,000 contingencies. Gates open 5 a.m., race 8 all days. Entry $15 Mini, $20 Jr. & Int., $30 Ex. Info 714/934-2571 (Tom Johnston).

## June 26

**CRC NIGHT MOTOCROSS**
Indian Dunes, Valencia, CA. All classes, ru[illegible] int'l., Mini & ATC/Ody[illegible]ks. Prac. 7 p.m., race 8. [illegible]ntry $10, Pros $15. CRC memb. req. Info 213/830-7519. [L.A. QUALIFIER]

## June 27-28

**D-37 DUAL EUROPEAN SCRAMBLES**
Fremont Valley, CA. Limed from Hwy. 395 & Randsberg Rd. & from Hwy. 14 & Randsberg Rd. Separate Vet class; kids race 4 p.m. Sat. 1st race 9 a.m. Sat., 8 on Sun. Entry $13 1 day, $20 both. 4 Aces M.C. Info 805/526-8230 (John Powell).

**SIDECAR MOTOCROSS**
Fresno Fairgrounds, Fresno, CA. AMSA race #4. 2 classes, 100% p.b. + $500 purse. Sat. – registration & tech. spec 8 a.m.-noon, prac. 1-2 p.m. Sun. – race 11 a.m. Indoor pits. Entry $50, insur. $17. Info 213/882-1649 (Duane McDowell).

**NMA QUALIFIER**
Shawnee, OK. NMA-Ozark Region Qualifier, 35 classes. Sat. prac. 9 a.m., race 10:30. Sun. no prac., race 9:30. Entry $15 1st class, $12 ea. add'l. Info 405/275-6606 (Sooner Yamaha).

## June 27

**NMA/YAMAHA GRAND NATIONAL SERIES**
Canyon Raceway, Phoenix, AZ. I-17 to Carefree Hwy. W. 50-250cc; Minis thru 18, motorcycles thru 21. 30% trophies. Gates open 3:30 p.m., prac. 5:30. Call Ron Keyes for entries. 602/795-2238.

**MONTEREY BAY RAMS SHORT TRACK**
Monterey Fairgrounds, Monterey, CA. All classes to 500cc. Gates open 5 p.m., prac. 6:30. Entry $8, Semi-pro $11 ($8 p.b.). Info 408/394-8225 (Bob Rosa).

**CALIFORNIA SUPERBIKE SCHOOL**
Riverside Raceway, Riverside, CA. Everything provided: bikes & gear, classroom seminar & track time. Morning & afternoon sessions. Tuition $120, machine damage policy (voluntary) $7, medical insurance ($5000 coverage) $10. Advance reservations req. CSS, PO Box 3743, Manhattan Beach, CA 90266. 213/484-9323.

**D-36 SHORT TRACK**
Lodi Cycle Bowl, 5801 Morse Rd., Lodi, CA. Pee Wee-Open, 100% Semi-pro p.b. No rider insur. Class C trac., full leathers req. Gates open 5 p.m., prac. 6, race 8. Entry $8, watch $3. Stockton M.C. Info 209/477-8524, 931-3722 (Gerry Carr).

**PORTERVILLE NIGHT MOTOCROSS**
Porterville Spinners Airport Raceway, Porterville, CA. Gates open 5 p.m., prac. 6-7, race 8. Info 209/784-8335 (Jess Land), 2825 or 8100 (Jack Roberts).

## June 28

**CRC MOTOCROSS**
Saddleback Park, Orange, CA. All classes, 2 [illegible]s each. Cash p.b. to P[illegible] 30% brass to Sptsm[illegible]ntry $10/$15 Pros. Gat[illegible]open 7 a.m., prac. 8, race 9:30. CRC memb. req. 213/830-7519. [L.A. QUALIFIER]

**LAKE WHITNEY MOTOCROSS WEEKEND FESTIVAL**
Lake Whitney Cycle Ranch, Whitney, TX. Free MX school Sat. 1-4 p.m. by David Jones; live band, chili cook 6-10; concessions & free keg beer. All classes Sun., split schedule, buddy races @ intermission, no memb. req., TES & certified paramedics on hand. $1220 purse (10 rider min., 50% gate if bad weather), 4-ft. trophies to 8th. Donation $8, Ex. $15, gate $5, camping $2/vehicle, elec. $5. Info 214/494-3417, 817/694-2901.

ARRA ROAD RACE
Riverside Raceway, Riverside, CA. Hwy. 60 E of town, Day St. exit. BS/Prod./SS/GP & Sidecars. Gates open 7 a.m., prac. 8;30, race noon. Post entry $35 1st, $18 ea. add'l., gate $5. Licensing avail. @ track. Info 805/966-5700 (Earl Smith).

5TH ANNUAL WOODSIDE MOTOCROSS PRO RACE
Woodside Motocross, Sandpoint, ID. 5 mi. N of town. 125/250/Open Pro only, $5000 guaranteed. No rocks; good dirt, jumps, natural terrain; grass pits & infield. Gates open 7 a.m., prac. 9-10, race 10:30. Entry $30, watch $3.50. Woodside Motocross Club. Info 208/263-4587 (Ernie Schoeffel).

ATA/VOTE/D-37 OBSERVED TRIALS
Jawbone Cyn., CA. 1/2 hr. out of Mojave on Hwy. 14, left on Jawbone, follow signs & arrows. All classes + trail & enduro bike. Kids/trail bike/1st time Beg. ride free. Many activities Sat. bfr. event for those who want to camp. Start 8 a.m. Entry $10. Info 213/353-0075 (K. Hathaway).

D-37 TT SCRAMBLES
Saddleback Park, Orange, CA. Newport (55) Fwy. to Chapman Ave. E, rt. on Santiago Cyn. to track. All classes, trophies to Nov./Am./Ex. Gates open 7 a.m., prac. 8:30, sign up closes 9, race 9:30. Entry $8, watch $3. Orange County M.C. Info 714/636-OCMC, 971-9677.

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies, 100% Pro p.b. Gates open 7 a.m., prac. 8, race 9, sign up 7-9. Post entry $10, Pros $15. AME lic. req. Info 213/881-5778.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. U.S. 101 to Broadway off-ramp, follow signs to riverbed. All classes inc. Vets, Ladies, ATC & Ody. 100% Pro p.b., 30% brass, great concessions, free O/N Camping. Sign up 7-9 a.m. Entry $10, Pros $13. Info 805/937-6171 (Gene Dunne).

NMA/YAMAHA GRAND NATIONAL SERIES
Indian Dunes, Valencia, CA 50-250cc; Minis thru 16, motorcycles thru 21. 30% trophies. Call for entries. Gates open 7:30 a.m., prac. 8, race 9:30. NMA, PO Box 46, Norwalk, CA 90650. 213/868-8112.

IRA MOTOCROSS
Arroyo Cycle Park, San Bernardino, CA. About 10 mi. N of town on I-15 E, off @ Palm Ave., turn left & follow signs. Info 714/887-1560 (Arroyo), 359-1433 (IRA).

# Road Runs

## June 21

LAKE HUGHES ROAD RUN
Southland Cycles, 8141 Garden Grove Blvd., Garden Grove, CA. To Lake Hughes, Bouquet Canyon & back to Orange Cnty. Registration 9-9:30 a.m., leave 9:30. Anyone rides, free entry. Info (714) 893-5091 (Jim, days).

KAWASAKI TRIPLES CLUB MEETING & ROAD RUN
Rock Store, Mulholland Hwy., CA. Hwy. 101 to Kanan Rd., Sierra Creek to Mulholland, abt. 1/2 mi. Meet @ noon. Info 805/484-8322 (Fran Golden).

## June 27

MOTORCYCLE MOVIE MADNESS RUN
Leggett Cycle, U.S. 84, Joaquin, TX. 80-100 mi. ride ending w/all-night movies @ Apache Drive-in Theater. Trophies, plaques, tour pins. Sign in 4-6 p.m. Entry $5/person. TMRA. Info 713/269-3394.

## June 28

EUROPEAN BIKE ROAD RUN
Rickey Racer Productions, 755 W. 17th St., Costa Mesa, CA. All European bikes welcome; must be in good shape, no mech. or chase truck avail. Approx. 230 mi. Gas avail. @ start & @ intervals en route. Bring picnic lunch or eat @ restaruant @ finish. Ride leaves btwn. 8:30-9:30 a.m. Entry $3 for maps, route sheet, finisher button & future mailings. Info 714/631-0430.

MOTOCYCLE RODEO
El Mirage, CA. Prizes for all events, rope tricks, musical saw, sawdust pile full of dimes for kids, low speed wheelie contest & many other events. Meet @ PCS @ 10 p.m. Entry $2.50. Pacific Coast Sportcycles, 1820 Pacific Coast Hwy., Lomita, CA.

## June 19-21

LAST CHANCE TRAIL RIDE
Lake Tahoe, NV. 10th annual, A & B routes covering much of CA gold rush area. All activities center on Cal-Neva Lodge & Casino. Registration fee covers room, all meals, support vehicles & T-shirt. Chase Int'l., 5530 W. 190th St., Suite 166, Torrance, CA 90503. 213/360-0371.

## June 29-Oct. 2

GUIDED BACKCOUNTRY TRAIL RIDES
Zeke's Backcountry Fraternal Assn., 1853 San Larue, Twin Falls, ID 83301. Adventures from 1 day to 2 weeks, no repetition of routes. Limited first come, first served reservations; now booking. Annual memb. $100, daily registration $25. Info 208/733-1315 (Zeke Miller).

# FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____


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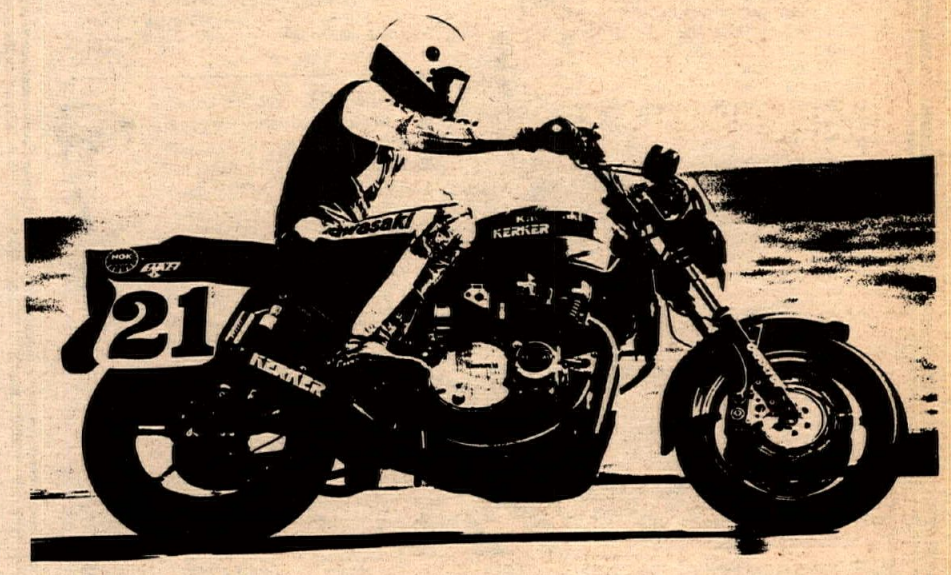


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| Honda XR 250/500R '81 | 11.0" |
| Kawasaki KX 80 '81 | 9.4" |
| Kawasaki KX 125 '81 | 12.0" |
| Kawasaki KX 250/420 '81 | 12.75" |
| Marzocchi 35mm | 10.6" |
| Marzocchi 38mm | 12.0" |
| Suzuki RM 80 '81 | 9.0" |
| Suzuki RM 100 '81 | 10.0" |
| Suzuki RM 250 '81 | 12.0" |
| Suzuki PE 175/250/400 '81 | 11.0" |
| Yamaha IT 125 '81 | 9.25" |
| Yamaha IT 175 '81 | 10.9" |
| Yamaha IT 250/465 '81 with main springs | 12.25" |
| Yamaha YZ 60 '81 | 7.25" |
| Yamaha YZ 80 '81 | 9.6" |
| Yamaha YZ 100 '81 | 9.0" |
| Yamaha YZ 125 '81 with main springs | 12.25" |

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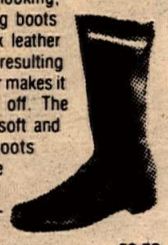

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# RESULTS

### D-38 Enduro Point Standings as of May 1, 1981 By Bruce Sanford

| | |
|---|---|
| 1. Larry Woodruff | 950 |
| 2. Guy Biggs | 860 |
| 3. Bob Zullo | 860 |
| 4. Kerry Standifer | 850 |
| 5. John Owen | 835 |
| 6. Richard Griffin | 835 |
| 7. Leroy Wilson | 727 |
| 8. Mark Berger | 720 |
| 9. Al Nourian | 690 |
| 10. Dennis Montgomery | 667 |
| 11. Robert Stouffer | 663 |
| 12. Bob Niles | 661 |
| 13. Brad McKay | 650 |
| 14. Bill Snipes | 648 |
| 15. Bill McNees | 645 |
| 16. Bill Anderson | 595 |
| 17. Joe Smith | 590 |
| 18. Harry Brattin | 581 |
| 19. Bob Falkenberg | 578 |
| 20. Dennis Hussong | 571 |
| 21. Denis Sanford | 564 |
| 22. Alan Klumph | 503 |
| 23. Richard Gehring | 502 |
| 24. Keith Drochak | 500 |
| 25. Roger Ball | 489 |
| 26. Dan Worley | 472 |
| 27. Craig Lair | 470 |
| 28. Allen McDonald | 465 |
| 29. Stephen Plourd | 455 |
| 30. Anthony Ligutti | 452 |
| 31. Paul Russo | 449 |
| 32. George Beal | 444 |
| 33. Richard Henderson | 443 |
| 34. Jeff Beeh | 443 |
| 35. James McGarvie | 433 |
| 36. Randall Farrar | 429 |
| 37. Gary Estrada | 420 |
| 38. Dan Spencer | 398 |
| 39. John Klumph | 386 |
| 40. Steve Hillerman | 379 |
| 41. Gene Langworthy | 374 |
| 42. John Sorenson | 372 |
| 43. Bruce Berten | 370 |
| 44. Peter Jung | 366 |
| 45. James Moody | 359 |
| 46. Dan Danner | 358 |
| 47. Steve Hill | 356 |
| 48. Kai Krug | 340 |
| 49. Ray Willenberg | 335 |
| 50. Jack Dawkins | 326 |

### Southwest NMA National Qualifier Albuquerque, NM June 7, 1981

| | |
|---|---|
| PEE WEE STK TO 8YRS | |
| Steve Bitsilly | Yam |
| PEE WEE MOD TO 8YRS | |
| Brent Dyer | Yam |
| Steve Bitsily | Yam |
| JR CYC STK 6-8 | |
| Joaquin Castaneda | Yam |
| Brent Dyer | Yam |
| Tommy Molina | Yam |
| Shane Ashley | Yam |
| JR CYC STK 9-11 NOV | |
| Scotty Ray Wright | Yam |
| Derik Ramos | Yam |
| Denton Campbell | Suz |
| JR CYC STK 9-11 INT | |
| Toby Holden | Yam |
| JR CYC MOD 6-8 | |
| Joaquin Castaneda | Yam |
| JR CYC MOD 9-11 NOV | |
| Derik Ramos | Yam |
| 83 MOD NOV 9-11 | |
| Justin Wessels | Yam |
| Tim Faltyn | Yam |
| 83 STK NOV 9-11 | |
| Tim Faltyn | Yam |
| Justin Wessels | Yam |
| Scotty Ray Wright | Yam |
| Larry Lee Coiner | Yam |
| Gary Losey | Yam |
| Sean Osborn | Kaw |
| Toby Holden | Yam |
| 83 STK BEG 12-14 | |
| Clint Campbell | Yam |
| Howard Cue | Yam |
| Matthew Lucero | Suz |
| Mike Archuleta | Suz |
| 83 MOD BEG 12-14 | |
| Clint Campbell | Yam |
| 83 STK NOV 12+ | |
| Pat Kurchnereit | Yam |
| Rusty Cox | Yam |
| Justin Ikard | Suz |
| Michael Farnham | Yam |
| George Rubi | Yam |
| 83 MOD NOV 12+ | |
| Justin Ikard | Suz |
| Pat Kurchnereit | Yam |
| Bill Enton | Yam |
| Sean Harper | Yam |
| Darryl Morales | Hon |
| 83 STK INT 12+ | |
| Darren Soldi | Yam |
| Carlos Lester | Hon |
| 83 MOD INT 12+ | |
| Darren Soldi | Yam |
| 83 STK EX 12+ | |
| Zip Macrae | Yam |
| Drooper Greenwalt | Yam |
| Trent Atwood | Yam |
| 83 MOD EX 12+ | |
| Zip Macrae | Yam |
| Drooper Greenwalt | Yam |
| Trent Atwood | Yam |
| Brother Martinez | Yam |
| 100 STK 12-15 | |
| Pablo Bennett | Suz |
| Scott Farnham | Yam |
| Duane Lope | Yam |
| David Wilson | Yam |
| 100 MOD 12-15 | |
| Duane Lope | Yam |
| Brother Martinez | Yam |
| 100 STK 16-18 | |
| Scott Ashley | Yam |
| Brian Pinto | Yam |
| Delbert Lope | Suz |
| Benny Ruiz | Yam |
| 100 MOD 16-18 | |
| Brian Pinto | Yam |
| 125 STK NOV | |
| John Marci | Suz |
| David Adang | KTM |
| Bobby Downs | Suz |
| Fred Frangipane | Suz |
| Steven Lucero | Yam |
| 125 MOD NOV | |
| Bobby Downs | Suz |
| Marc Tohe | Hon |
| Fred Frangipane | Suz |
| Mike Whaley | Yam |
| Larry Gomez, III | Suz |
| 125 STK INT | |
| Lee Perea | Yam |
| Chris Ikard | Suz |
| Curtis Perry | Hon |
| James Pacheco | Suz |
| Dale Hutchenson | Hon |
| 125 MOD INT | |
| Chris Ikard | Suz |
| James Pacheco | Suz |
| Lee Perez | Yam |
| Brother Martinez | Yam |
| Kevin Skinner | Yam |
| 125 STK EX | |
| Robert Nichols | Suz |
| Terry Griswold | Yam |
| Gary Griswold | Yam |
| 125 MOD EX | |
| Robert Nichols | Suz |
| Terry Griswold | Yam |
| Gary Griswold | Yam |
| 250 NOV | |
| Jeff Hanes | Mai |
| John Mitchell | Yam |
| Mardo Martinez | Hus |
| Donald Clinger | Pen |
| Ross Bond | Yam |
| 250 INT | |
| Marty Wyatt | Yam |
| Kyle Coleman | Suz |
| Dale Hutchinson | Hon |
| Rocky Pack | Hon |
| Troy Padilla | Kaw |
| 250 EX | |
| Joel Craig | Suz |
| Robert Nichols | Suz |
| Terry Griswold | Yam |
| Gary Griswold | Yam |
| Wayne Stavanja | Yam |

### AME Motocross Spillway Park Santa Maria, CA May 31, 1981 By Rosemary Rivera

| | |
|---|---|
| MINI JR | |
| Todd York | Yam |
| Shawn Condon | Suz |
| Shawn Wynne | Suz |
| OTHG | |
| Bermshot Bernie | Suz |
| OTHG INT | |
| Rosy Ron | Mai |
| 100 JR | |
| Greg VanNess | Suz |
| 83 INT | |
| Gary Riekki | Yam |
| 83 EX | |
| Don Licon | Yam |
| 250 JR | |
| Tomas MacFarlane | Yam |
| Gus Mueller | Hon |
| Ken Symer | Hon |
| 250 INT | |
| Gary Wilson | Hon |
| 125 JR | |
| Scott Jeffers | Suz |
| Ron Whitworth | Yam |
| Mark Faul | Yam |
| 125 INT | |
| Gary Curtis | Suz |
| Darin Hagis | KTM |
| 125 PRO | |
| Jim Nelson | Yam |
| Jim Keese | Yam |
| OPEN JR | |
| Kent Rharn | Mai |
| John Hard | Mai |
| OPEN INT | |
| Gary Curtis | Suz |
| Brett Simonson | Mai |
| 250 PRO | |
| Frank Villa | Hon |
| 250 INT | |
| Gary Wilson | Hon |
| OPEN PRO | |
| Mike Wikusham | Mai |
| Mark Gambetta | Mai |
| OTHG AMA | |
| Come on Chuck | Mai |
| Gabby Gary | KTM |
| OTHG EX | |
| Putt Putt Peter | Mai |
| Moldy Mike | Hon |

### South Dakota State Point Standings as of June 6, 1981 By Bev. Poole

| | |
|---|---|
| MINI A | |
| Paul Laney | 210 |
| Curt Hyde | 191 |
| Mark Mueller | 170 |
| David Dix | 132 |
| Terry Halvorson | 128 |
| Jim Winchester | 118 |
| Terril Patterson | 114 |
| Troy Turney | 93 |
| Joe Percifield | 62 |
| Rick Bagley | 59 |
| 125 EX | |
| Kevin Zeal | 230 |
| Ben Norfolk | 183 |
| Clay Alexander | 158 |
| Todd Gikling | 151 |
| Dave Kahler | 120 |
| Tim Haight | 97 |
| Paul Dagen | 83 |
| Mark Thome | 72 |
| David Clarke | 58 |
| Doug Harvey | 51 |
| 250 EX | |
| Bruce Pantzke | 203 |
| Todd Gilbertson | 150 |
| Kevin Poole | 144 |
| Kelly Olson | 144 |
| Wade Rice | 112 |
| Greg Shevlin | 104 |
| Dave Brende | 102 |
| Mark Ritter | 92 |
| Perry Bicek | 89 |
| Tim Harwood | 72 |
| OPEN EX | |
| Todd Elmer | 244 |
| Bill Stork | 221 |
| Bruce Lounsbury | 140 |
| Mike Schurman | 137 |
| Russell Harwood | 122 |
| Burke Johnson | 115 |
| Owen Patterson | 64 |
| Mike Dowling | 56 |
| Tim Grosz | 54 |
| Randy Rothlisberger | 46 |
| Keenan Greseth | 46 |
| Tom Peters | 46 |
| SR | |
| Jim Bernard | 240 |
| Bill Stork | 180 |
| Jon Davis | 172 |
| Bob Bailey | 164 |
| Leroy Evink | 132 |
| Dave Hudson | 132 |
| Charlie Erickson | 76 |
| Andy Cunningham | 74 |
| John Tomlin | 54 |
| Stan Peterson | 54 |
| Lyle Cook, Jr | 54 |
| ENDURO | |
| Randy Feldhaus | 220 |
| Mark Harwood | 218 |
| Geff Myers | 120 |
| Bryan Dixon | 116 |
| Kevin Jones | 99 |
| Jay Van Liere | 78 |
| Don Harwood | 70 |
| Bill Nielsen | 62 |
| Eric Sundel | 58 |
| Dallas Weeck | 58 |

## TROPHY PICKUP

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

# WANT ADS

## Help Wanted

### Motorcycle Mechanic
Must know 2 & 4 stroke engines. Experience required. WINNER CIRCLE SUZUKI, San Bernardino, CA. (714) 882-1731. (24/TFN)

### Parts Manager San Diego area
Yamaha dealership. Full time, salary & commission. LUCKY YAMAHA (714) 465-5023. (24)

### Service Manager & Mechanics Parts & Salesman
Honda, Suzuki, Kawasaki, Harley-Davidson, BMW and Triumph. Salary plus commissions. Pacific Coast Hwy., Lomita, CA 90717. (213) 326-3810. (37/TFN)

### ★SALES & PARTS★
BURBANK KAWASAKI needs a responsible person with 2 years professional experience. Excellent pay plan & company benefits. We will negotiate moving expenses. Call (213) 848-6627. (23/24)

### We need 2 mechanics!!
Must be Yamaha experienced. Good pay plan, large volume Yamaha dealer in Mission Viejo. Call today! YAMAHA MISSION VIEJO (714) 831-0601. (23/24)

### ★MECHANICS★
Experienced AND trainees needed! FULLERTON YAMAHA — JOhn Pischke (714) 870-9720. (24/25)

### Salesman Yamaha San Diego
Yamaha dealer needs experienced full time salesman with experience. Yamaha preferred. LUCKY YAMAHA (714) 465-5023. (24)

### HONDA MECHANIC
In beautiful San Diego. Tools, experienced only apply. Ask for Ed, Service Manager. Honda dealer 17 years, Honda in El Cajon. (714) 442-0941. 17/TFN

### ★★★★★MECHANICS★★★
ANAHEIM HONDA-KAWASAKI is looking for experienced, reliable persons for immediate employment. Contact George or Mack (714) 778-6700. (23/24)

### ★SERVICE MANAGER★
Young, aggressive Yamaha dealer wants motivated person to take over shop & turn into total service center for ALL brands, race, street, dirt & three wheelers! Call John Pischke at FULLERTON YAMAHA (714) 870-9720. (24/25)

### I need a Journeyman Mechanic!
Send resume to CONCORD YAMAHA, 1891 Market St., Concord, CA 94520. Or call Jerry at (415) 798-2580 for more details. (24/TFN)

### KAWSAKI PARTS PERSON
Minimum 2 years experienced with factory parts. Immediate opening. Full time. Send resume or call KAWASAKI OF RIVERSIDE, 1605 University Ave., Riverside, CA 92507. (714) 683-8839. (24/TFN)

AFTERMARKET high performance manufacturer seeks a technically minded MOTORCYCLIST to handle order desk as well as handle inventory. Must have working knowledge of motorcycle engines and a sincere desire to help people. Possible advancement to General Manager position available for right person. If this sounds like you, please inquire at SPECIALIST II, Burbank, CA (213) 842-5187. (18)

### Mechanics Wanted!!
COLE BROS. MOTORCYCLES (213) 980-3715. (21/TFN)

### ★PARTS MANAGER★
Perfect spot for experienced partsperson to take over his own department & run with it! Enthusiasm, honesty — a must! HUNTINGTON HONDA, Huntington Beach, CA. (714) 842-5531 ask for Jim. (23/TFN)

### Experienced Honda Mechanic
HONDA DEL REY has an immediate opening for an experienced Honda mechanic. Call Ozzie at (213) 391-6217 for details. (24/25)

### Wanted: Honda Mechanic!!
Must be experienced, have own tools, great company benefits. Give us a ring at KOLBE CYCLE SALES, Woodland Hills, CA (213) 348-7865. (24/25)

### ARE YOU QUALIFIED?
We're in need of a qualified service manager for our rapidly growing Yamaha franchise. Looking for a good atmosphere, nice salary and great co-workers? If this sounds like you, call BURBANK YAMAHA for further details. (213) 845-8738. (21/TFN)

### Sales Reps Wanted
Distributor of motorcycle luggage needs reps for selcted areas. (1-800) 243-5958. (23/24)

### $ervice Manager & Mechanic$
TOP DOLLAR paid to experienced men. Minimum 3 years experience. Excellent benefits. Clean, modern shop located in Santa Clarita Valley. 25 minutes from L.A. Call BOYCE CROSS ROAD CYCLE CENTER (805) 255-5353. (24/TFN)

## Business Opportunities

### LA Trade Tech College Summer M/C Repair Class
Begins June 22nd, 6 week course. For more information, call or write Mr. Sirkegian at: 400 W. Washington Blvd., Los Angeles, CA 90015. (213) 746-0800 ext. 209. CALL TODAY!! (23/24)

### Inventory Liquidation !!!!!!!
Former assests of WEST CYCLES in Newhall, CA. * KAWASAKI parts $38,000.00 * HUSQVARNA parts $27,500.00 * BMW parts $7,000.00 * 40 feet of custom, lighted showcases * Quick Way Boring Bar — 1 year old. Kawasaki, BMW, Husky, signs, tools & parts books. All parts & equipment in excellent condition, parts are in boxes & on shelves. Kawasaki dealership & building is available for the Newhall, Saugus & Valencia area. For information & inspection call Ed at (805) 252-8249.

### 2 Kaw, Suzuki & Ski-Doo Del. For Sale
Land and building, parts & motorcycles, both shops open now. Located on US I outside Philadelphia and Trenton, NJ. Finance possible, available on one shop. For further information call Frank Ferrante, (609) 882-6684 nights. (18/32)

### FOR SALE!!!
Highly profitable So. Ca. HONDA/KAWASAKI dealership. Approximately $1,000,000 in sales. Call Edward Caplan at (714) 323-2006 (agent). (21/24)

### AMERICAN MOTORCYCLE SCHOOLS, INC.
Start an exciting career as a:

**Motorcycle Mechanic**
**"The California School of the Professionals"**

Residence or Home study

If you're serious about becoming a top-notch motorcycle mechanic, you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional . . .

**Call toll free 1-800-423-4678**

Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (49/TFN)

### Motorcycle Shop with Realty
Yamaha & Suzuki franchises; Excellent corner location in Northern California, 70 miles north of Sacramento. New building built in 1979 with covered storage. Gross 1979 in excess of $500,000; Gross 1980 in excess of $400,000. Population of area serviced is 66,000. Good assumable loans at 9% and 10% interest. Other business interests force sale. Call Norb Brown, RUTH SHELDON REAL ESTATE, 750 Oro Dam Blvd., Oroville, Calif. 95965. (916) 534-7442; Eves. (916) 533-0183. (23/24)

### Propane is 65 cents a gallon
Proven do-it-yourself plans show you how to convert your car, truck, van or RV to propane for 50-75 dollars. Plans and parts list $10.00 plus $1.00 postage. Lane Jensen, 4779 Pintail Ct., Salt Lake City, UT 84117. (24/27)

1975 TRIDENT T160V NEW! Never sold or titled, $2,995. 1974 Bonneville Chopper, 750, 5 speed, custom frame, Springer, paint, $1,995. Best offer on both. Michael Knight, (615) 638-7221. (21/24)

### SHOCK CLEARANCE
6 pairs of new Ohlin shocks for 1980 CR 125R and 1980 Suzuki 125. $159.00. (714) 627-0265. (24)

### '79 Maico Magnum Chassis
Complete less motor — 30 hrs. Excellent condition, $650. Jerry (714) 849-3193. (24)

### ★★★New '81 YZ 250 H★★★
Never ridden, $1800. (213) 375-0181. (24)

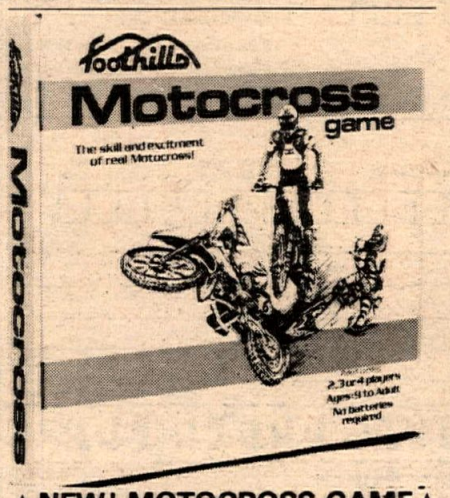
### BICYCLES
GJS BMX Bike, super trick, $200. 2 1940 26" bike frames, $10 & $20. 10 speed, $25. Ask for Randy (213) 323-6015. (24/25)

### '81 Hon. 250 suspension
Honda CR 41mm forks with triple clamps, $250.00. Rear Pro-Link shock, $175.00. Both like new, used 2 times only! (213) 963-8679. (24)

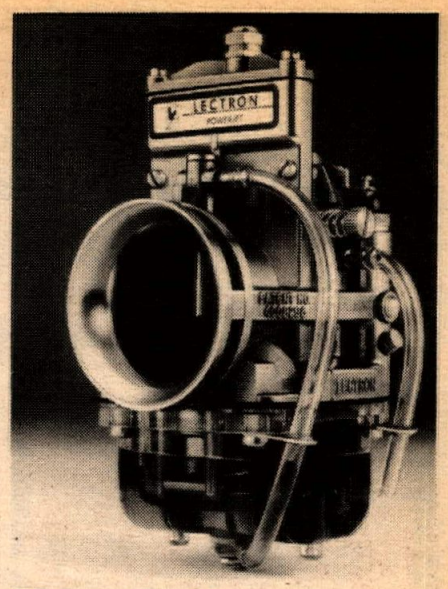
### Motorcycle Trailers
2 to 5 rail custom built motorcycle trailers. Dealer inquiries invited. (213) 923-8883 or (213) 861-7721. (23/TFN)

### 1980 Yamaha 1100
Full dress - fairing - Samsonite luggage - running boards - quartz running lights - only 900 miles. $3800/OBO evenings (415) 365-3626 days (415) 651-2287. (23/24)

### 1979 Yamaha YZ400-$1000/OBO
White Bros. shock, Sun rims, completely rebuilt entire bike, new tires, IT piston, flowed ports, ultra smooth, ultra fast. 4 gallon tank. Bob (714) 837-6833. (24)




### ★NEW! MOTOCROSS GAME★
A 3 dimensional landscape motocross course that combines skill & excitement. For immediate delivery, send money order for $12.95 (shipping included) plus 6% tax for CA residents to: FOOTHILL MFG. CO., 968 Enterprise St., Orange, CA 92667. Dealer inquiries invited. (23)




### Tomorrow's Carburetor For Today's Engines
4 & 2 cycle crburetor kits. Dealer inquiries invited. Daily UPS shipping. DALE'S PERFORMANCE CENTER, 1830 Lakeview Terrace, Long Lake, MN 55356. (612) 473-9073. (24)

### Flattrackers Clearance Sale
Morris Magnesium wheels — 1 WM3x19 — 1 WM5x19 — quick change set-ups, exlnt. cond. $400.00 — 3 Harley quick change rears — 1 WM3x19, 1 WM4x19 — 1 WM5x19 — 2 front wheels — 1 WM2x19 — 1 WM3x19 with standard spools, 1 Ceriani RR front end complete — 1 XR750 Trackmaster frame with glass & shocks — make offers — 1 SR500 engine only — "78" — runs good, $600.00. Call Eddie (714) 633-0690. (23)

### ★1980 MAICO 250★
Excellent condition! NEW Works Performance shocks & swingarm. Includes new spares worth several hundred dolalrs! $1400/OBO. (714) 448-1290. (24/25)

### TZ250F Roadracer Special!
C&J frame, mag. wheels, Lockheed brake, Toomey pipes, fresh engine & paint, G fairing & seat, 215 lbs., $4,000/OBO. WIll sell all or part. New G top end, $400. Honda XR75, $150. Suzuki TR500 roadracer/cafe racer, 160 mph, $895. (714) 893-6632 or (714) 991-1066. (24)

### ★'81 YZ125 H★
Better than new!! Raced one time. Rebuilt shocks, bladder reservoirs, front & rear. Boost bottle, Metzeler (front), special chain & sprocket — $1175 firm. (213) 331-5861. (24)

'78 YAMAHA RD400, 11,000 mi., excellent condition, $1300 OBO. (213) 539-3760. (23/24)

WESLAKE SPEEDWAY BIKE — EXTRAS! 4-sprockets, cover, rod — $1900/OBO. (213) 426-9767. (24)

### *'81 TZ250H Yamaha Roadracer*
Crated, already to ship !! BERKELEY YAMAHA (415) 848-2309. (22/24)

### Suzuki RM125N, $550 OBO
Excellent condition, lots of extras, '78 GS550, clean, fairing, $1500. YAMAHA GT 80 Enduro, $450. All clean, want quick sales. (213) 323-6015. (24/25)

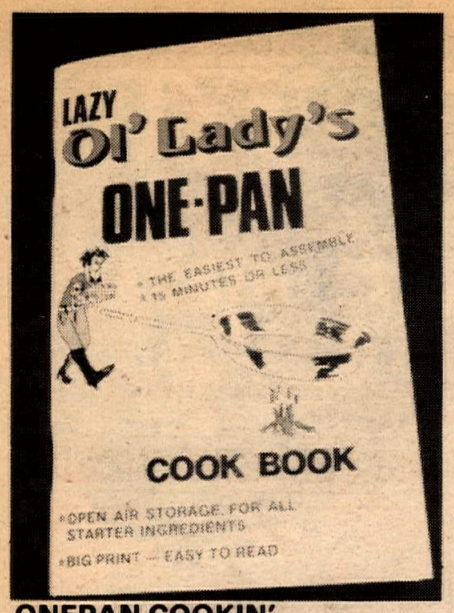
'70 HONDA 1000cc 120 + HP. Tracy custom mags, many xtras, must see, over $7000 invested, $3500. Darrell (213) 374-4259 (home), (213) 535-2424 (work). (14)

### '80 YZ465G Yamaha
Injury forces sale - immaculate condition, Metzeler. $1250. (714) 985-8257 or (714) 982-6806. (23/24)

### ★'81 Husqvarna 430CR★
Ridden only 3 times, must sell — $2300/OBO. (213) 866-7219. (24/25)

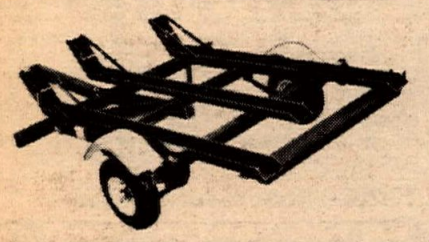
### ★FLOATER AIR BOX★
More horsepower for your RM125X or RM250X with a new air box from WFO. $89.95 complete with filter. See your dealer or write or call WFO, P.O. Box 6615, Huntington Beach, CA 92646. (714) 964-1192. (24)

### 100 LIQUID KIT
Convert YZ125H liquid bike to 100cc liquid with Dale's Liquid Light Kit. Kit bolts on 125 crank case, use 125 pipe & carb and uses 125 cooling system. Kits include 100 liquid cylinder, head, piston kit, gaskets, reed block (optional). Performance equal to 125H using Dale's Stage II Porting & Lectron carb. DALE'S PERFORMANCE CENTER, 1830 Lakeview Terr., Long Lake, MN 55356. (612) 473-9073. (24)




## ONEPAN COOKIN'
The FAROUT COOKBOOK! Cartoons, cheap stews, munchies, quick & easy! No fringe $4.95. Charley, Dept. C, Box 3042, Agoura, CA 91301. (24)

## 4-CYLINDER BIG-BORE KITS!
As low as $159.95 complete! Performance valve jobs from $75. Engine building from mild to wild. Chrome 4 into 1 headers from $175. Most major brands available. WILDLIFE PERF. CENTER, home of Dragbike's fastest ultra-stocker! 3015 Westwood, Las Vegas, NV 89101. (702) 733-0314. (22/EOI/24)



## ★ Cycle Trailer...$299 & Up ★
1, 2, 3 & 4 Major Brands! 4 & 5 rail customs. Small or large wheels. Also vehicle & utility trailers & hitches installed. M.S.C. (213) 767-1757. (18/EOI/TFN)

## SOUTHWEST CYCLE TOURS
Purchase a new GS Suzuki at normal list, free flight, night's lodging & dinner and then tour the Four Corners Area. Contact: Rand Barnes, SAN JUAN CYCLE, 21804 Hwy. 160 W., Durango, Colo. 81301. (303) 247-2115. (14/EOI/24)

## Norton
1975 850 John Player, 350 miles. 1975 Norton Hi Rider, 260 miles. 1965 Norton 650SS Dunstall, built in Norton factory. GHOST MOTORCYCLES, (516) 883-5300. (24)

## Roadracing Calendar
More than a dozen super glossy photos. TOP QUALITY! Send $5.00 post paid to: CLUB RACERS '81, 587 Dimm St., Richmond, CA 94805. (16/EOI/24)

## Northern Calif. Husqvarna
1980 250 WR, two tanks (alum. & steel), Dirt Werks pipe, lights, speedo, license plate, new tires, 700 miles, $1600. (415) 572-4413 or (415) 345-0744. (24/26)

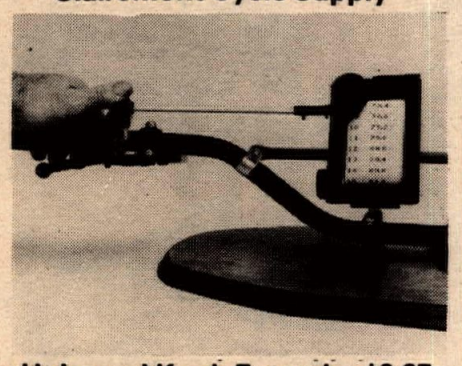
## 400 MX6 Can-Am
Works triple cross shocks, Magura throttle, excellent condition, $995.00. (714) 533-2120 after 6:00. (24)

## 1981 YAMAHA 465
Answer silencer, front Metzeler (new), $1,850. (916) 622-9556. (24/25)

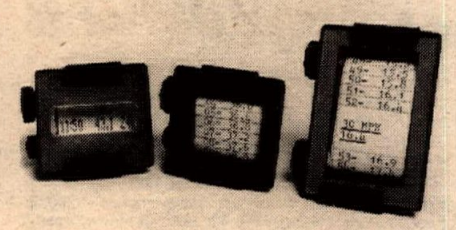
## 1977-78 WR 250 Husky
'78 leading axle forks, Electron carb, 17" Sun rear wheel, Curnutt shocks, Gunnar Gasser, M.S. skid plate, many extras. $700.00. Phone (805) 259-9435. (24)

## '74 BSA 500MX
580cc kit — Clews frame — S&W shocks — Rickman wheels — electronic ignition — GREAT BIKE! Lite & fast. Unreal torque. $950/OBO. (213) 399-8858. (24)

## *Clairemont Cycle Supply*



## Universal Knob Extender $9.95
Allows the rider to operate his route chart holder with his left thumb, without removing his hand from the handlebar! This enables the rider to put his route chart holder in the middle of the handlebar next to the speedo. This unit will fit on any handlebar & route chart holder that uses a ¼" rod, even our enduro Timer units. Two units were tested in the Tecate 500 Enduro for 2 days with no product failures. Parts are made of stainless steel & unbreakable plastic rod. Made to mount on handlebar, can be mounted on lever or switch assembly.



## Route Chart Holder
*RC-33M-$23.95 *RC-33-$20.95 *RC-35-$21.95. Order from your local dealer today! CLAIREMONT CYCLE SUPPLY, 4461 Clairemont Mesa Blvd., San Diego, CA 92117 (714) 272-1162. (24)

## '77 TT 500
11¼" front 10" rear travel, 3.8 gallon tank, Profab swingarm, works shocks, street legal with license, low miles, super clean. $1,400. (213) 322-8932. (24)

## Ducati
900SS Mike Hailwood Replica, new in crate. 1981 Ducati 500V Pantah. 1981 900SS. All in stock for immediate delivery, will ship. GHOST MOTORCYCLES, (516) 883-5300. (24)

CB750F GOT HEADERS? I'll buy one set of stock pipes at lowest price. Ask for Bruce days (213) 593-5458, eves. (213) 422-0092. (24/26)

## 1980 125 Suzuki
Excellent condition, new top end and tires, runs great, $700.00. After 4 p.m. (213) 633-1867. (24)

1978 HUSKY 250CR, low mileage, green stickie, extras, excellent, $795.00. (714) 552-6858. (24/26)

WANTED '81 YZ 465 forks & T-clamps. (213) 532-1418. (24/27)

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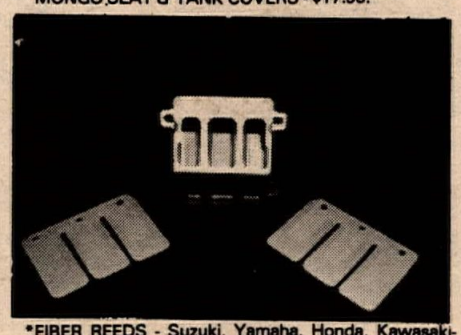

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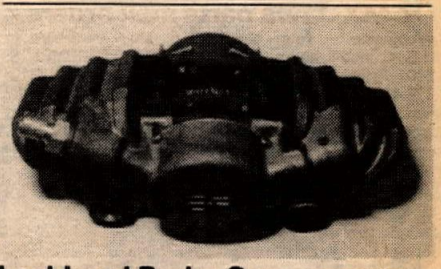

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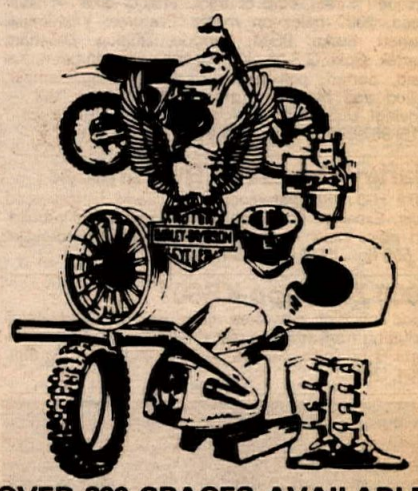

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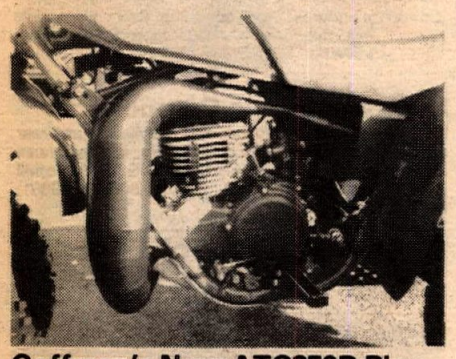

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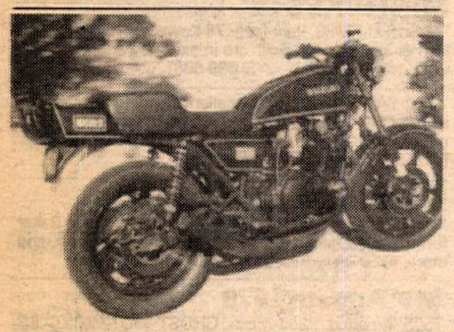

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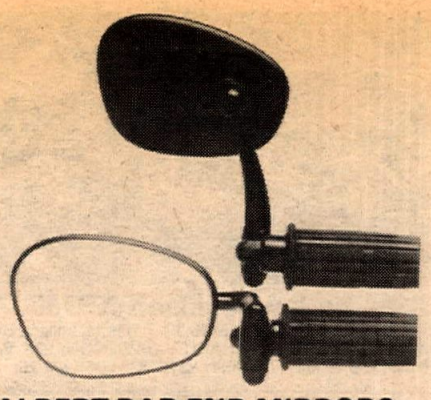

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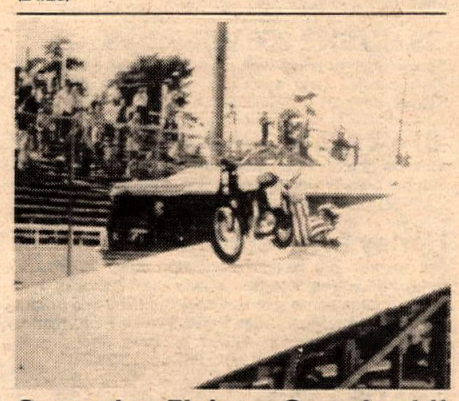

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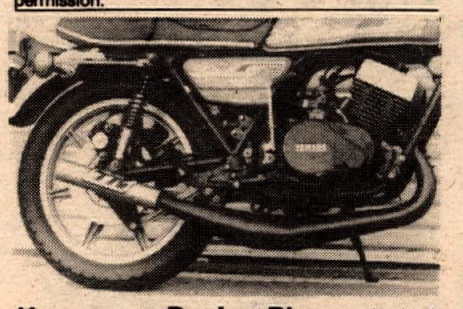

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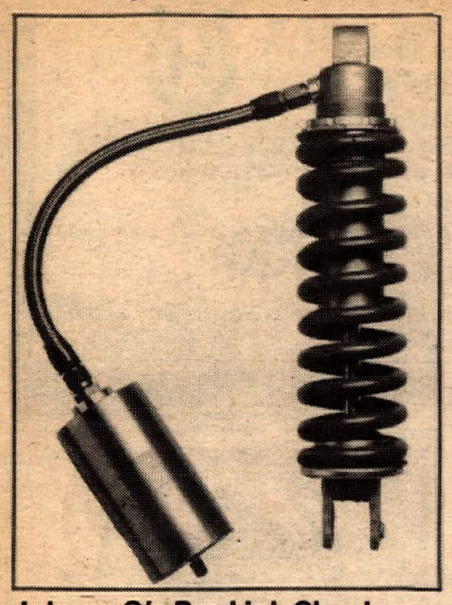

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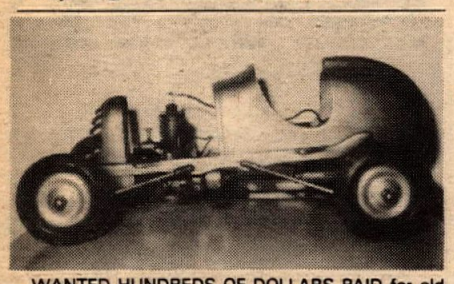

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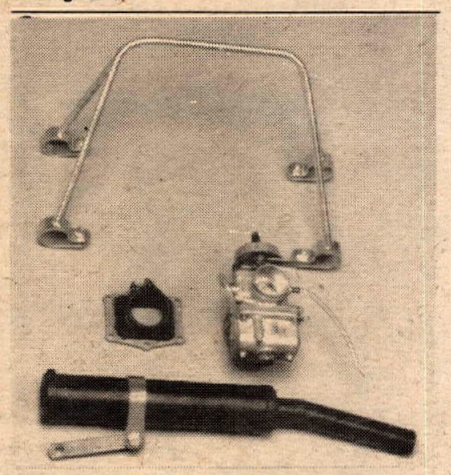

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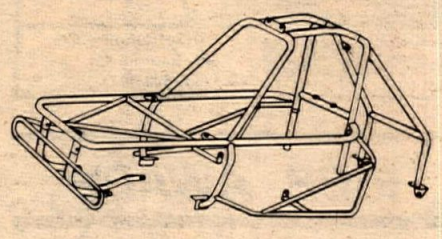

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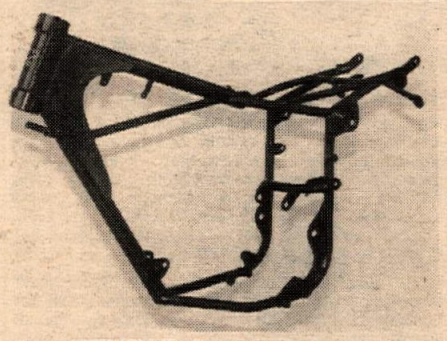

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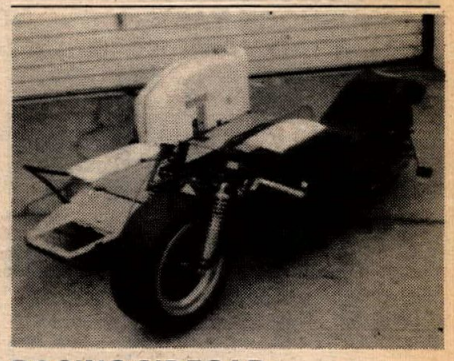

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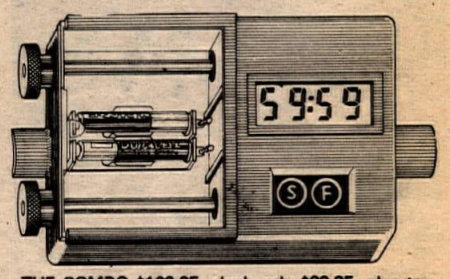


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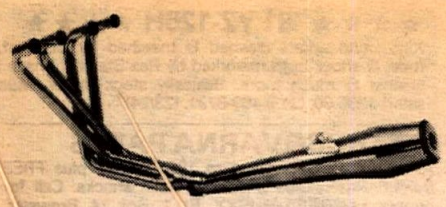

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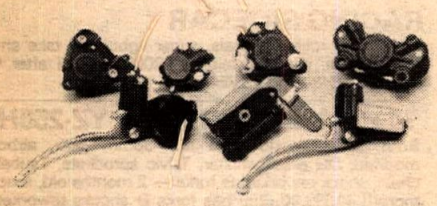

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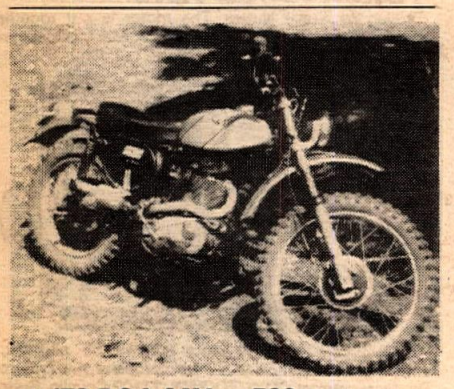

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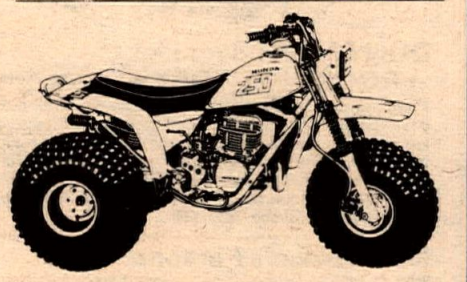

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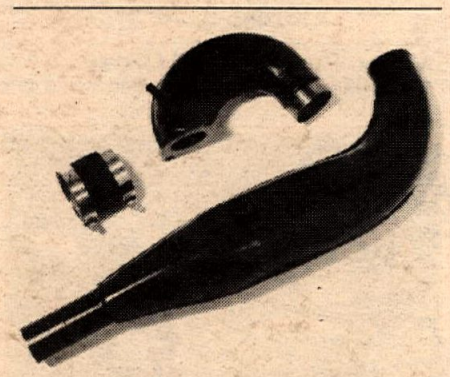

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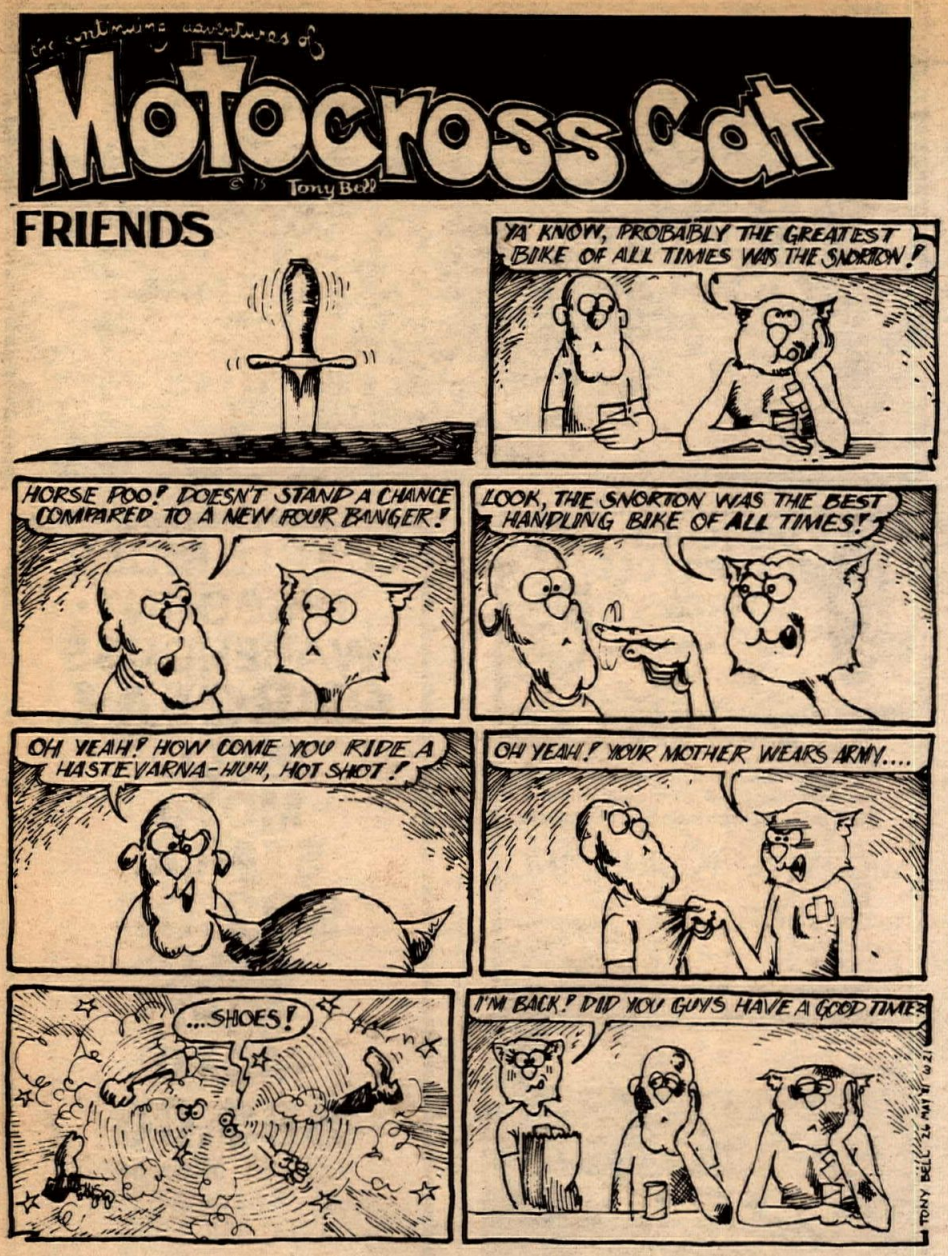

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## 1977 TT500 Yamaha

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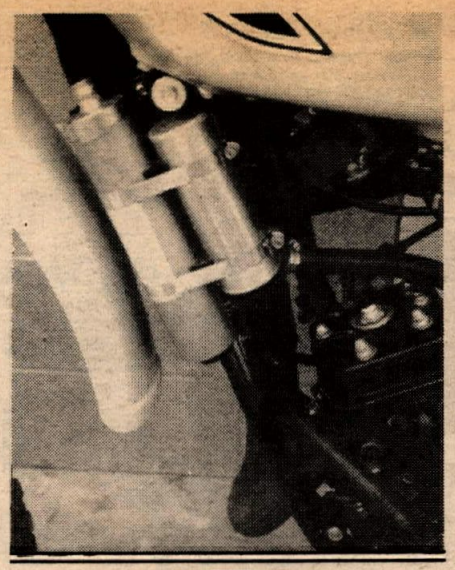

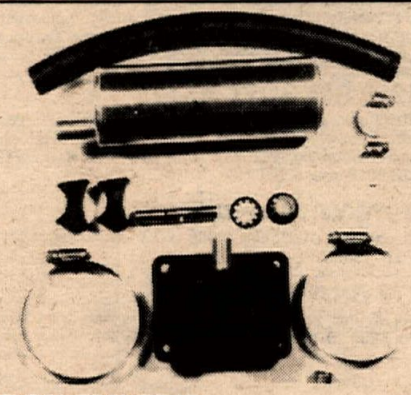

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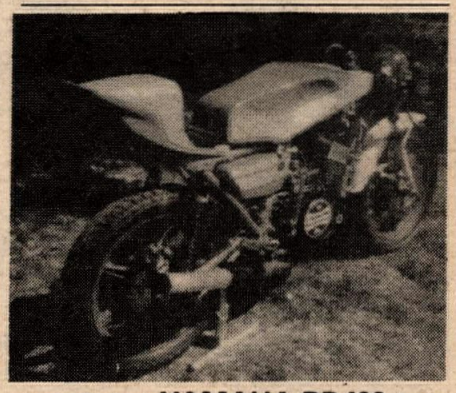

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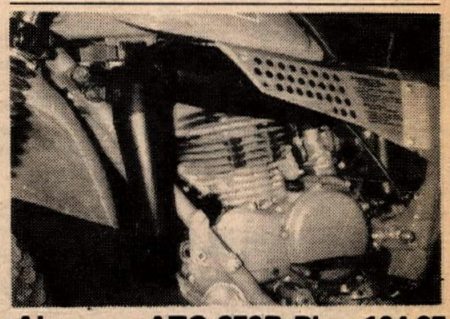

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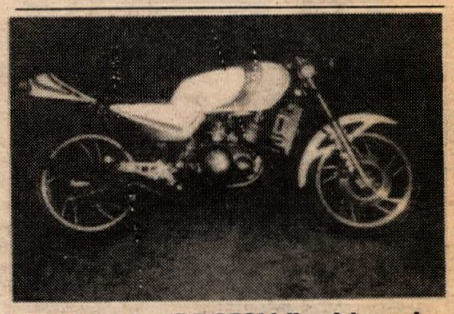

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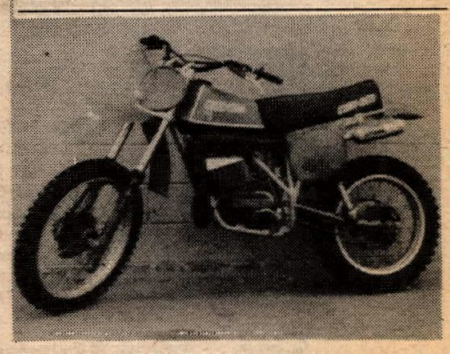

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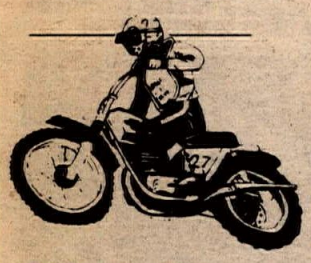

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